

INTRODUCTION  
AND REPORT BY  
CHARLES MOORE

# BEAUTIFYING WASHINGTON

SECOND PAPER

FIRST PAPER BY  
F. W. FITZPATRICK  
MARCH, 1900 :::



IRVING K. POND, DES.

LORADO TAFT SCULPT.





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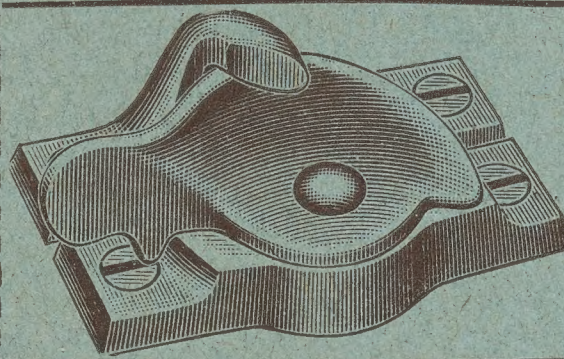
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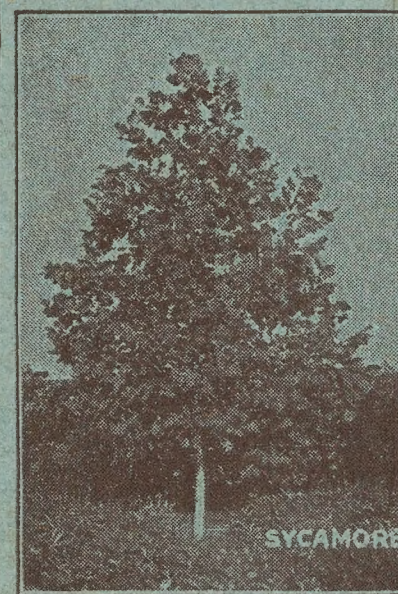
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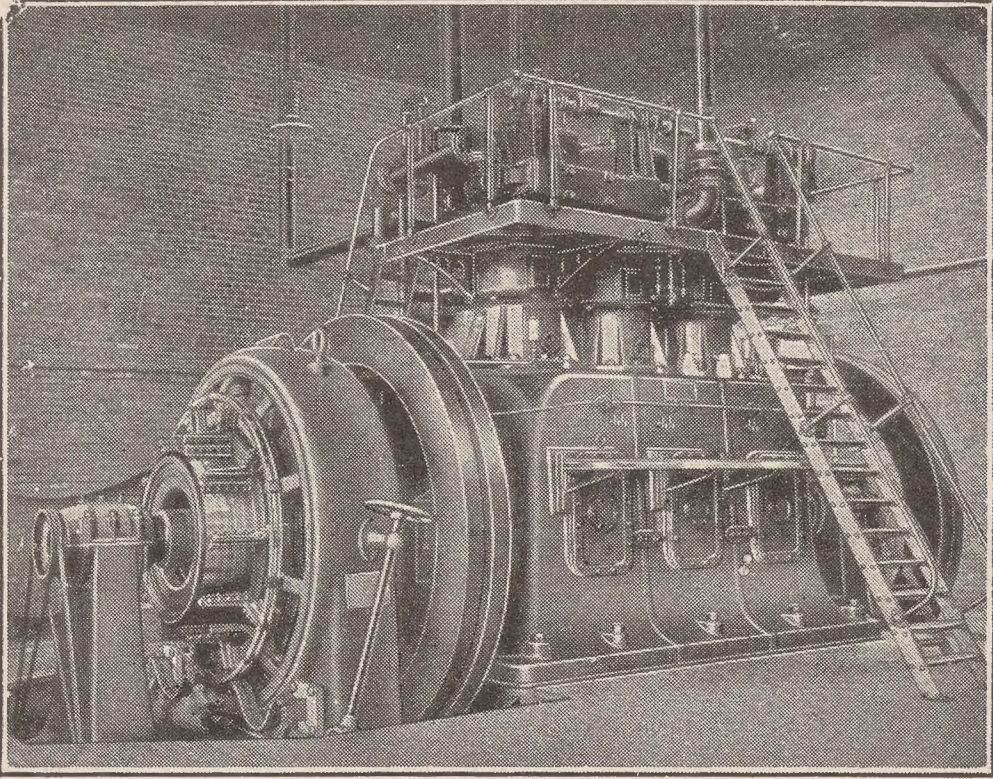
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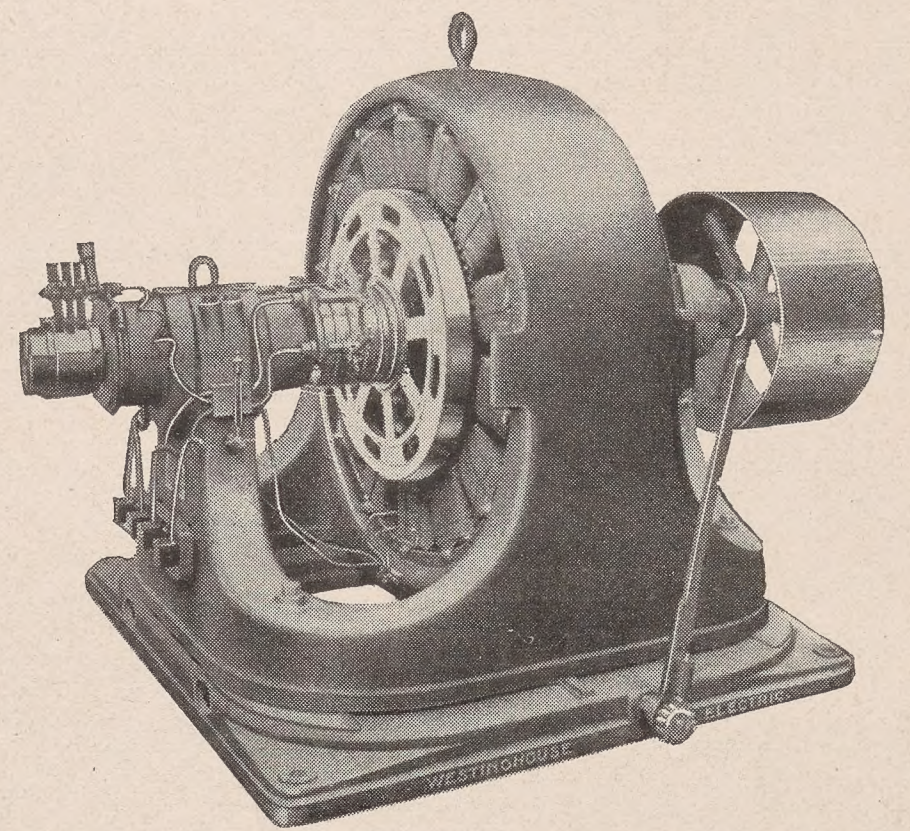
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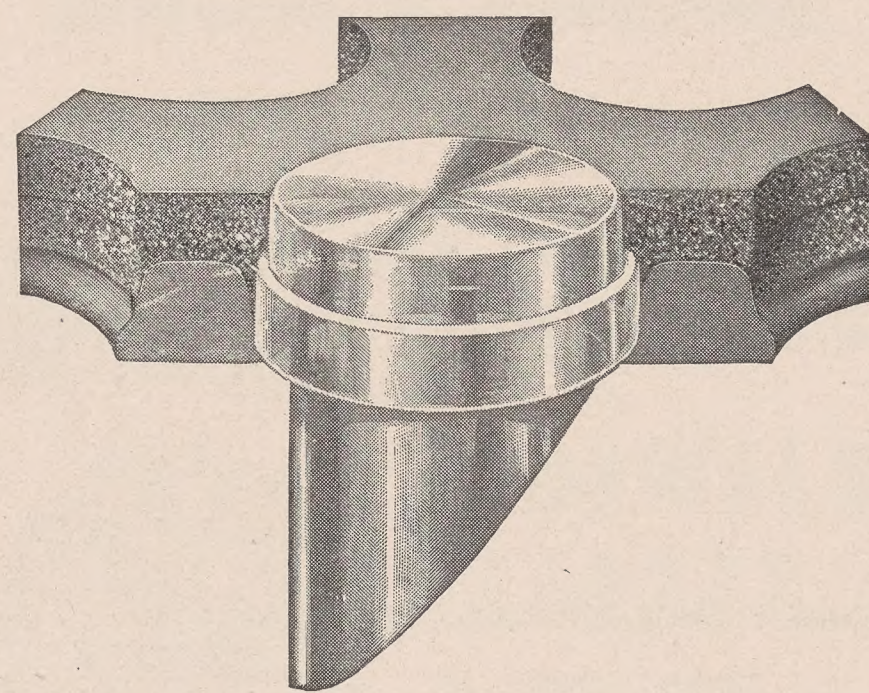
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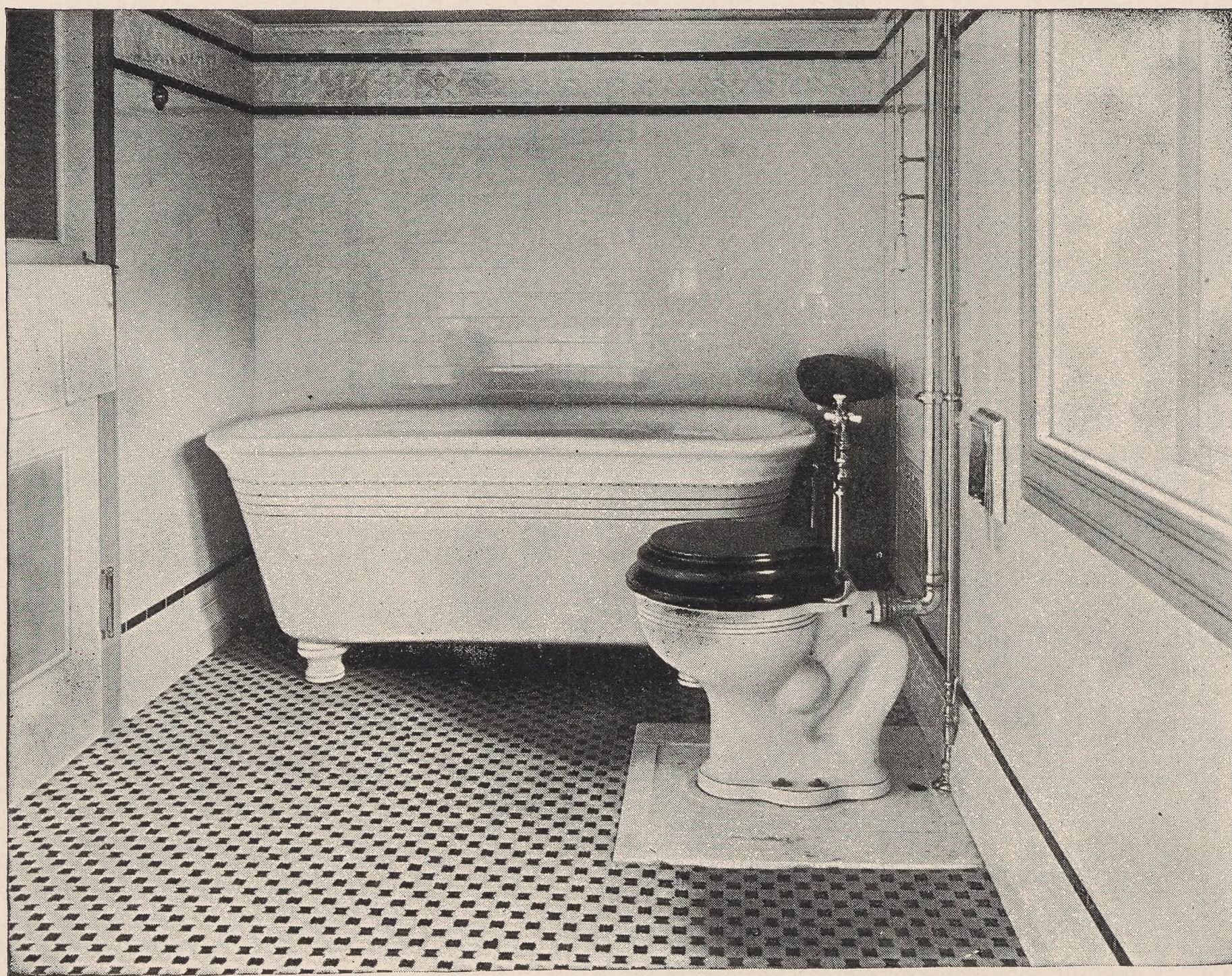
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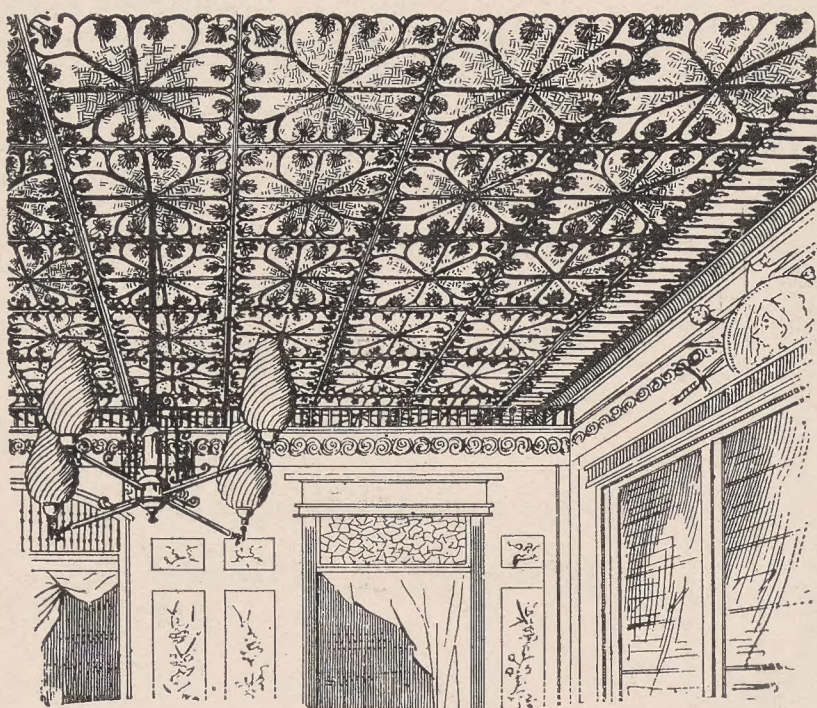
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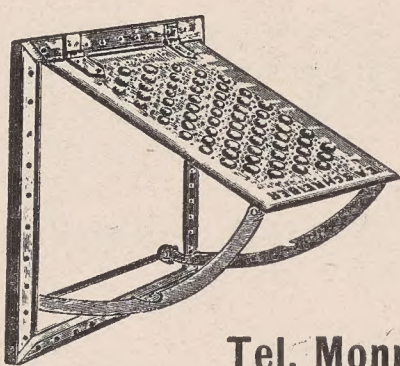
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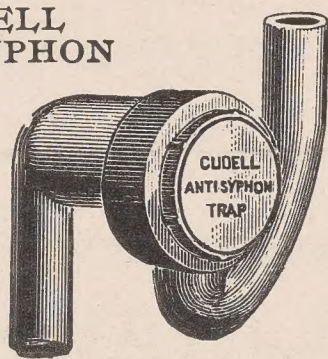
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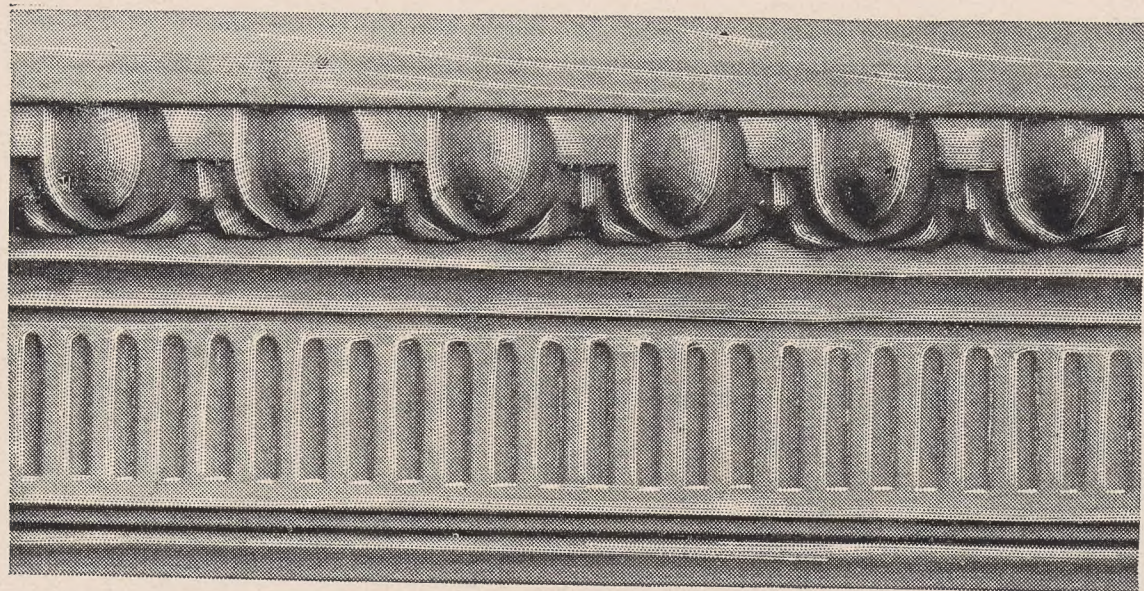
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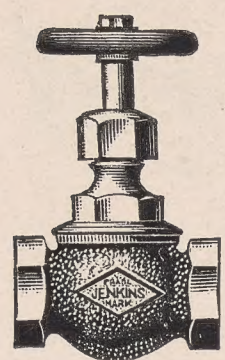




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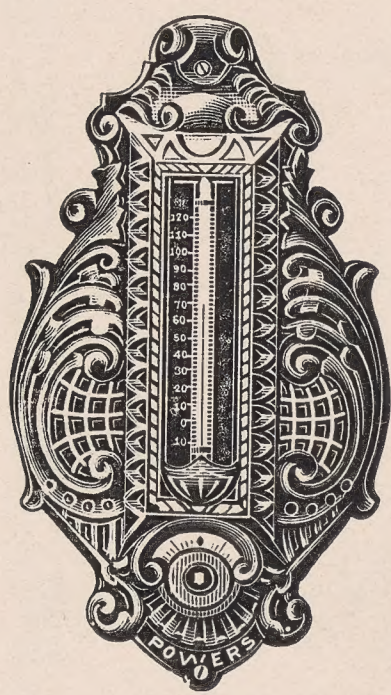
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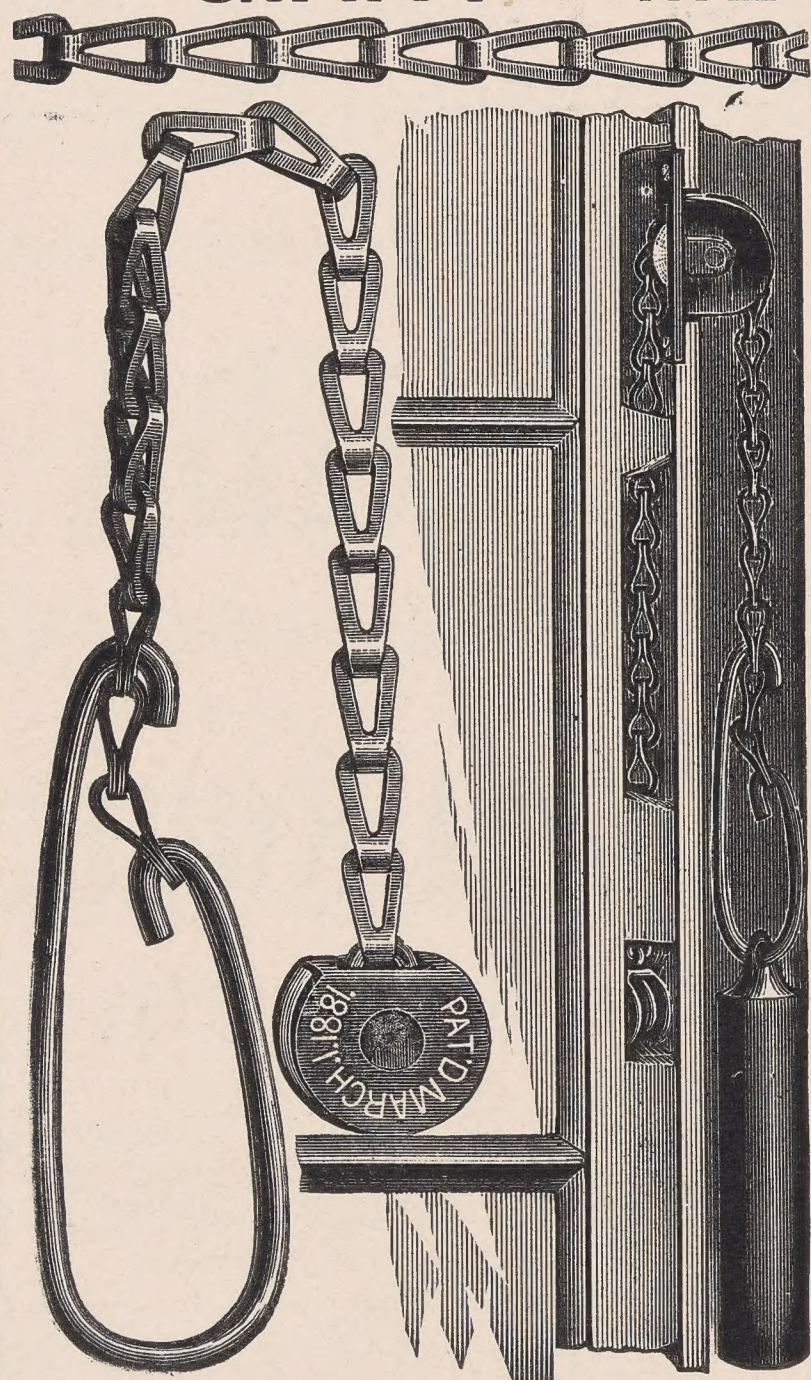
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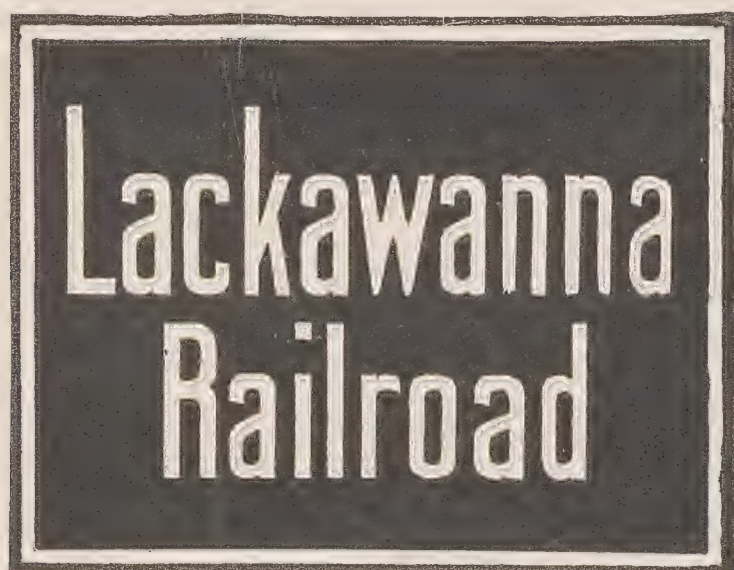
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The bill prays for a preliminary writ of injunction, to be continued during the pendency of the suit, and upon the final determination thereof to be made perpetual, and also demands an accounting and damages.

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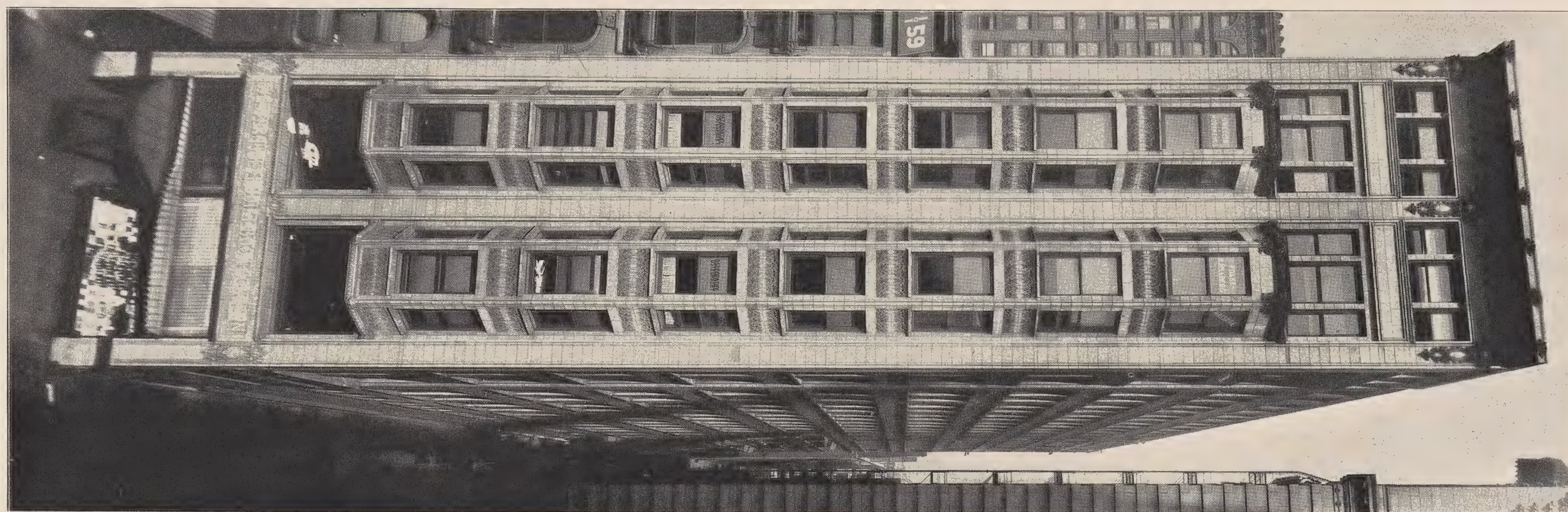
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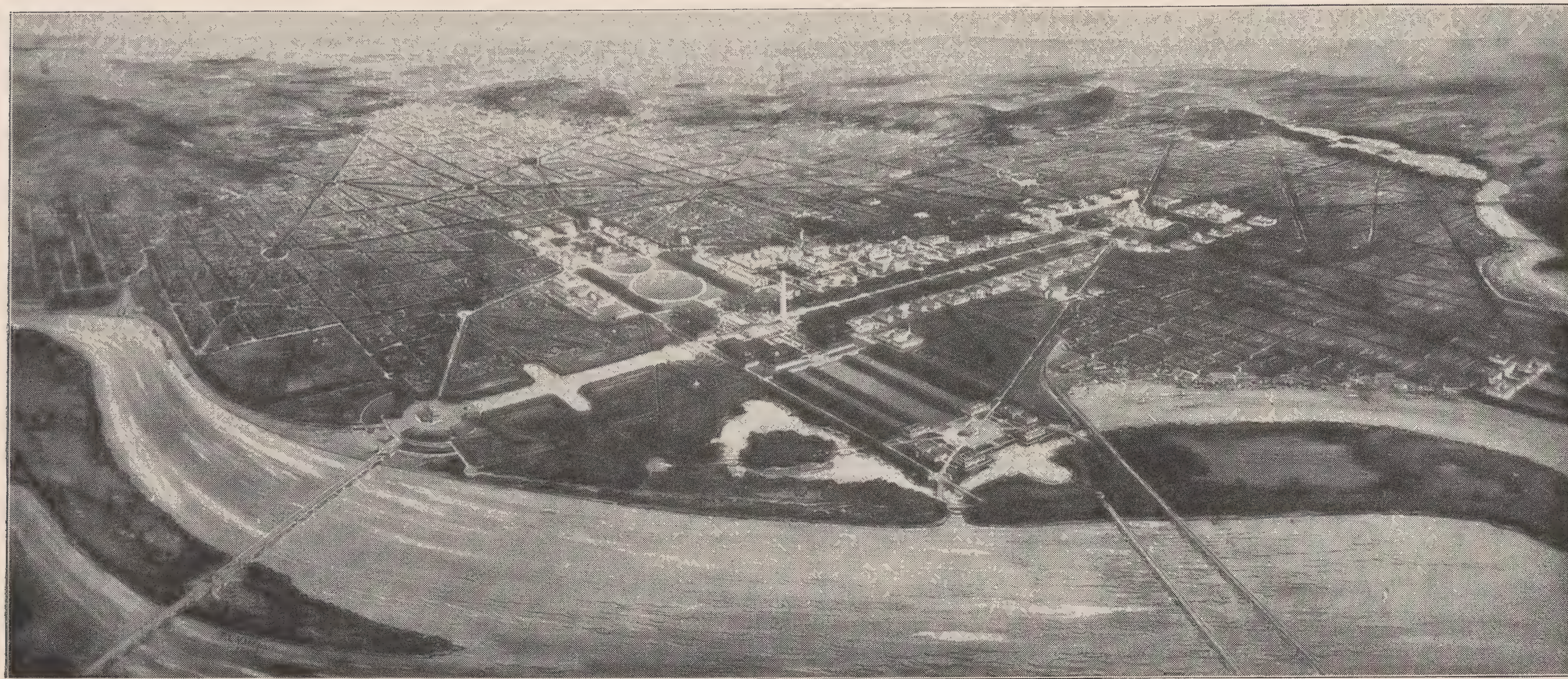
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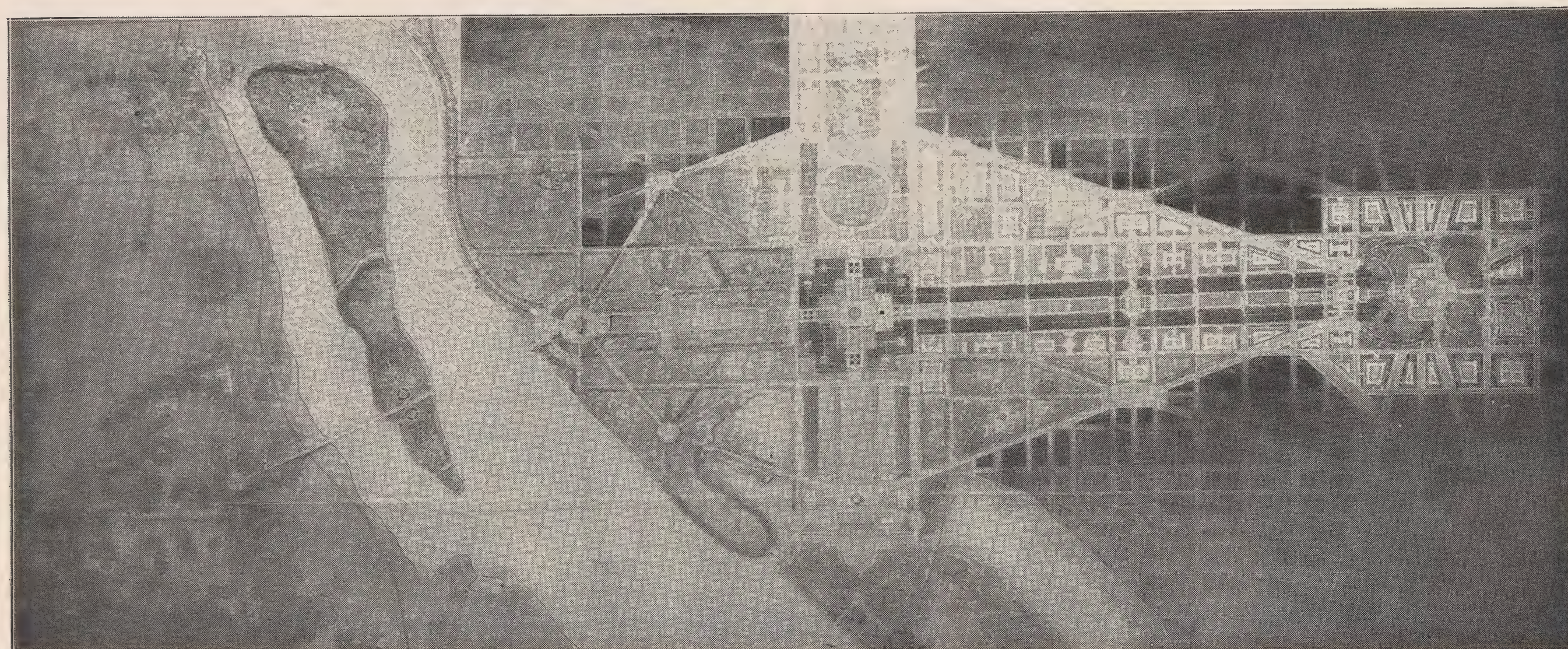




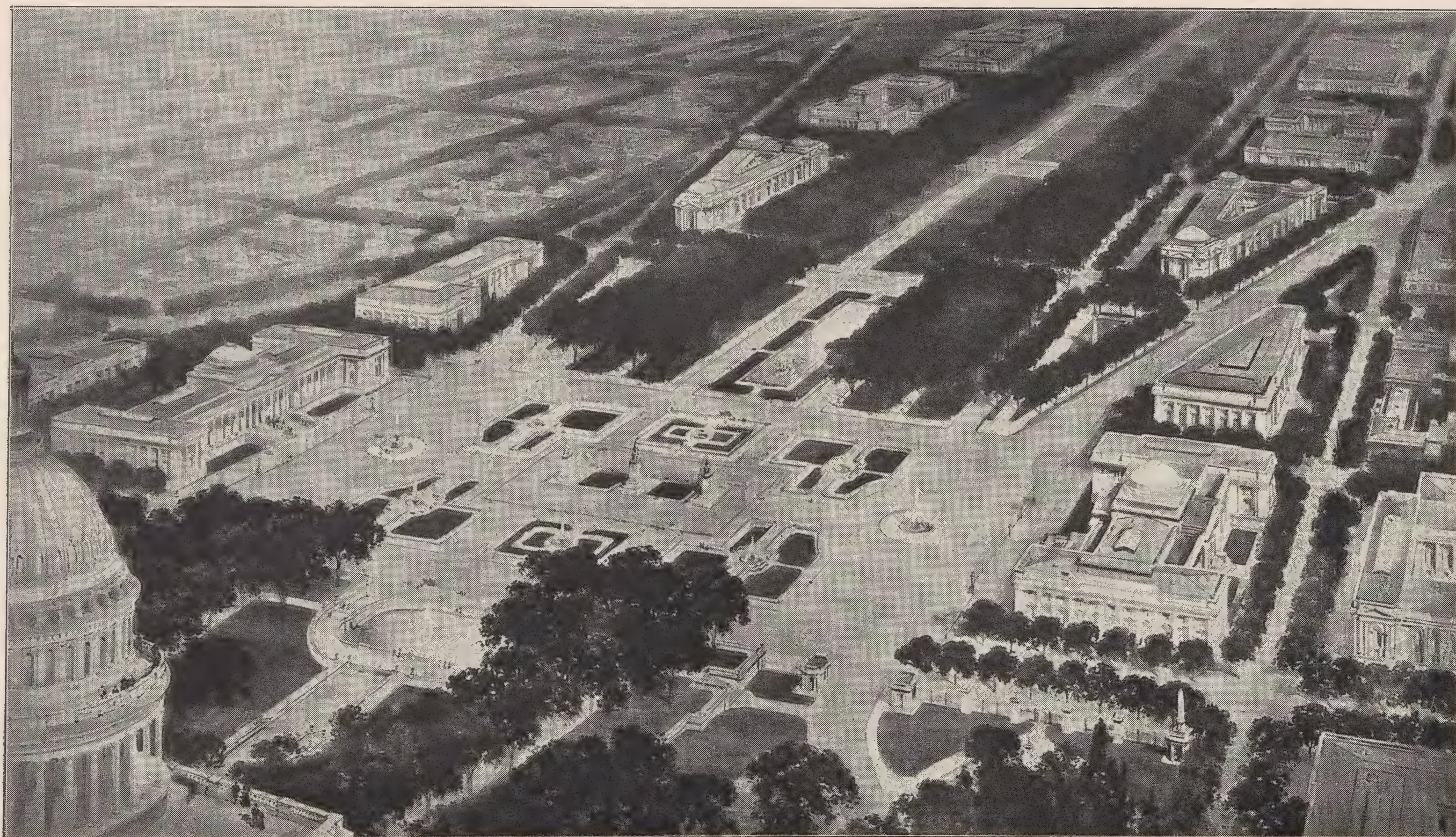




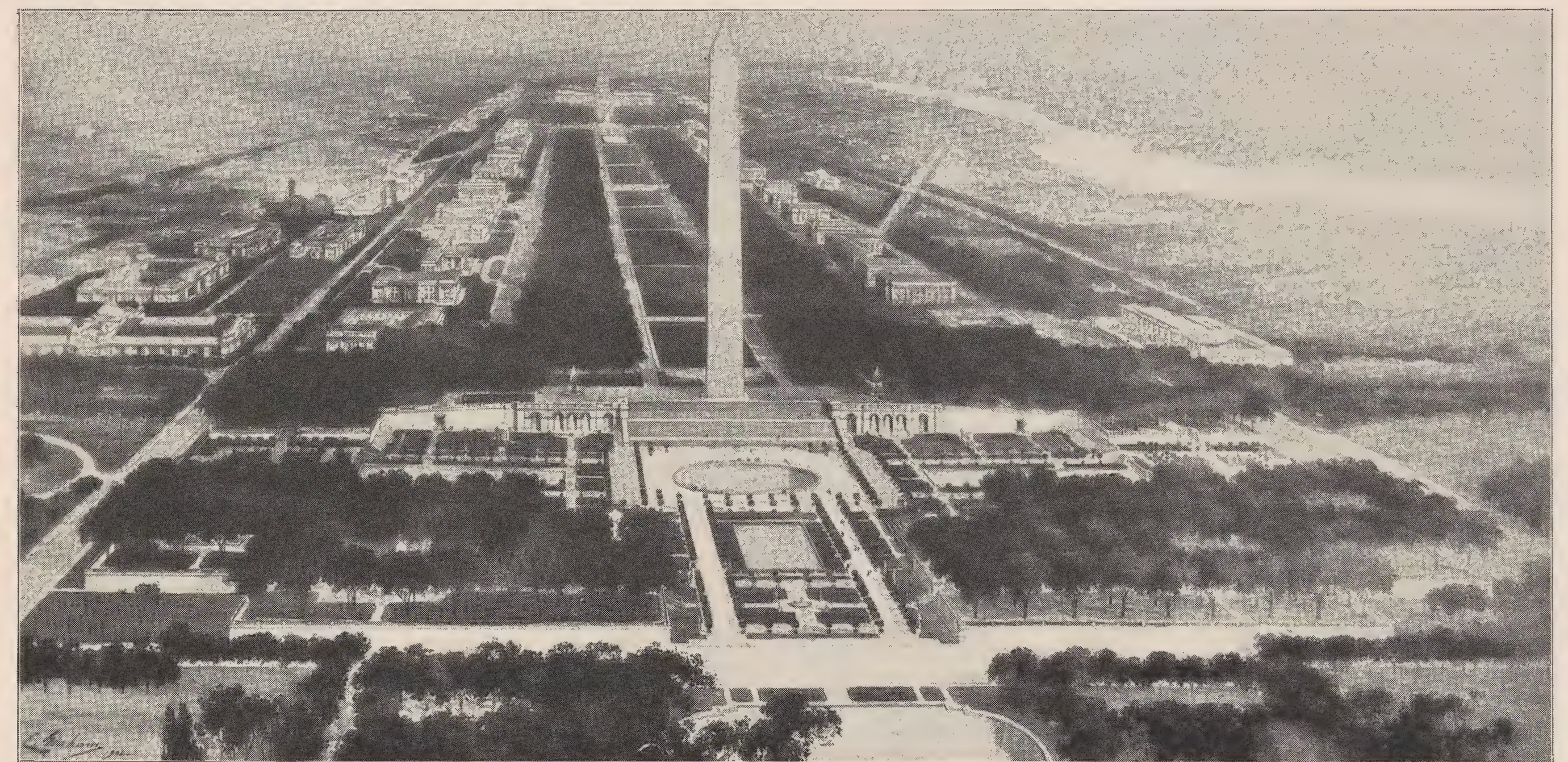
THE COMMISSIONERS' IDEAS, AS SHOWN BY MR. HOPPER'S BIRD'S-EYE VIEW OF THE CITY, ITS PROPOSED IMPROVEMENTS, PARKS AND DRIVEWAYS.



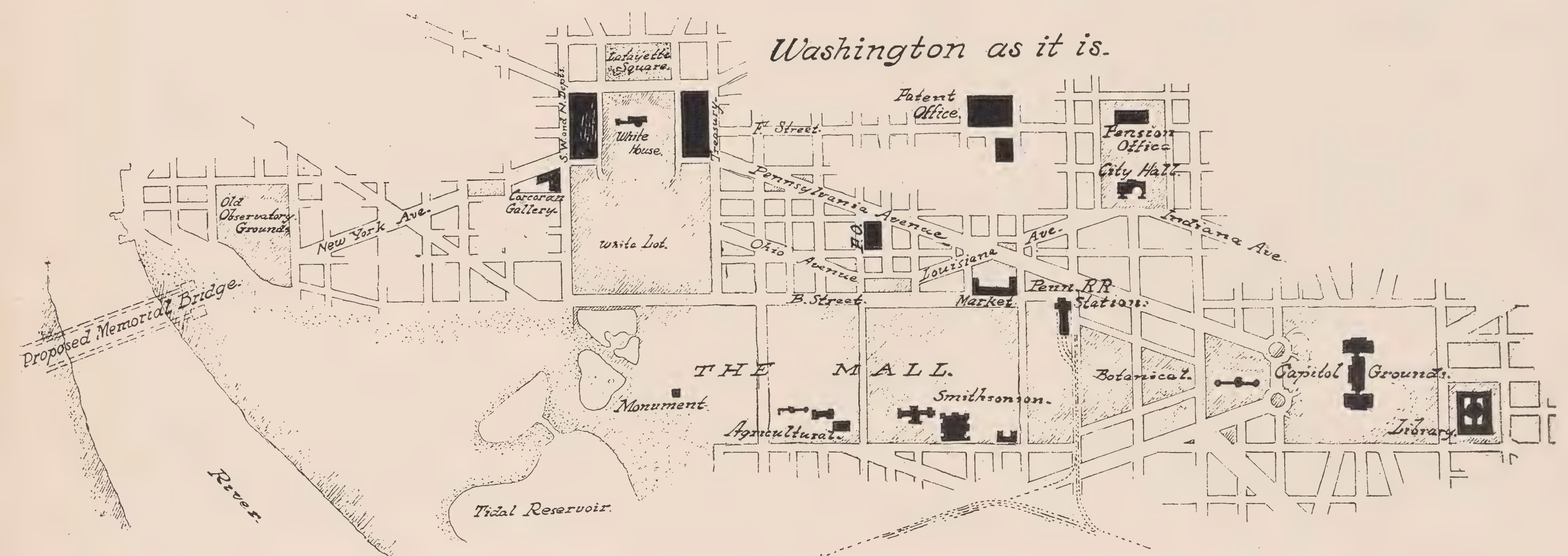
THE PLAN OF THE MALL IMPROVEMENT, THE CAPITOL TO THE RIGHT, THE POTOMAC TO THE LEFT.



VIEW SHOWING PROPOSED TREATMENT OF SQUARE AT HEAD OF MALL. FROM THE DOME OF THE CAPITOL.



GENERAL VIEW OF MONUMENT GARDEN AND MALL, LOOKING TOWARD THE CAPITOL. THE COMMISSIONERS' PROJECT.



At present the property, excepting the White House lot, bounded by the Mall, New York and Pennsylvania avenues, is all owned by individuals; likewise is that portion south of the Mall. This project of the Commissioners contemplates the purchase of all that tract and turning it and the Mall into a park and sites for the Government buildings. NOTE.—The present buildings of the Government are in black upon this map. The model shows these and also what is proposed in the future.



BIRD'S-EYE VIEW OF THE MODEL, SHOWING THE CAPITOL IN THE DISTANCE. REFERENCE TO THE MAP WILL INDICATE WHAT IS NEW AND WHAT IS IN EXISTENCE. GENERALLY THE BUILDINGS IN WHITE ARE PRESENT AND PROPOSED GOVERNMENT STRUCTURES.









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# THE INLAND ARCHITECT AND NEWS RECORD

Vol. XXXIX.

FEBRUARY, 1902.

No. 1



*A Monthly Journal Devoted to*  
**ARCHITECTURE,**  
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**IN THE WEST.**

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*Legislative Committee on Government Architecture.*—George B. Post, chairman. Committee—Bruce Price, New York city; John M. Carrère, New York city; James G. Hill, Washington; Alfred Stone, Providence. Alternates—Edward H. Kendall, New York city; E. B. Green, Buffalo, N. Y.; D. H. Burnham, Chicago, Ill.; Robert Stead, Washington.

NEXT CONVENTION AT BUFFALO, N. Y.

## THE ARCHITECTURAL LEAGUE OF AMERICA.

#### OFFICERS FOR 1901-1902.

PRESIDENT . . . . .	JOSEPH C. LLEWELLYN, Chicago.
VICE-PRESIDENT . . . . .	RICHARD E. SCHMIDT, Chicago.
TREASURER . . . . .	AUGUST WILMANN, Chicago.
CORRESPONDING SECRETARY . . . . .	EMIL LORCH, Chicago and Detroit.
RECORDING SECRETARY . . . . .	HUGH M. G. GARDEN, Chicago.
ADDITIONAL MEMBERS EXECUTIVE BOARD	R. C. SPENCER, JR., Chicago.
	PROF. NEWTON A. WELLS, Urbana, Ill.

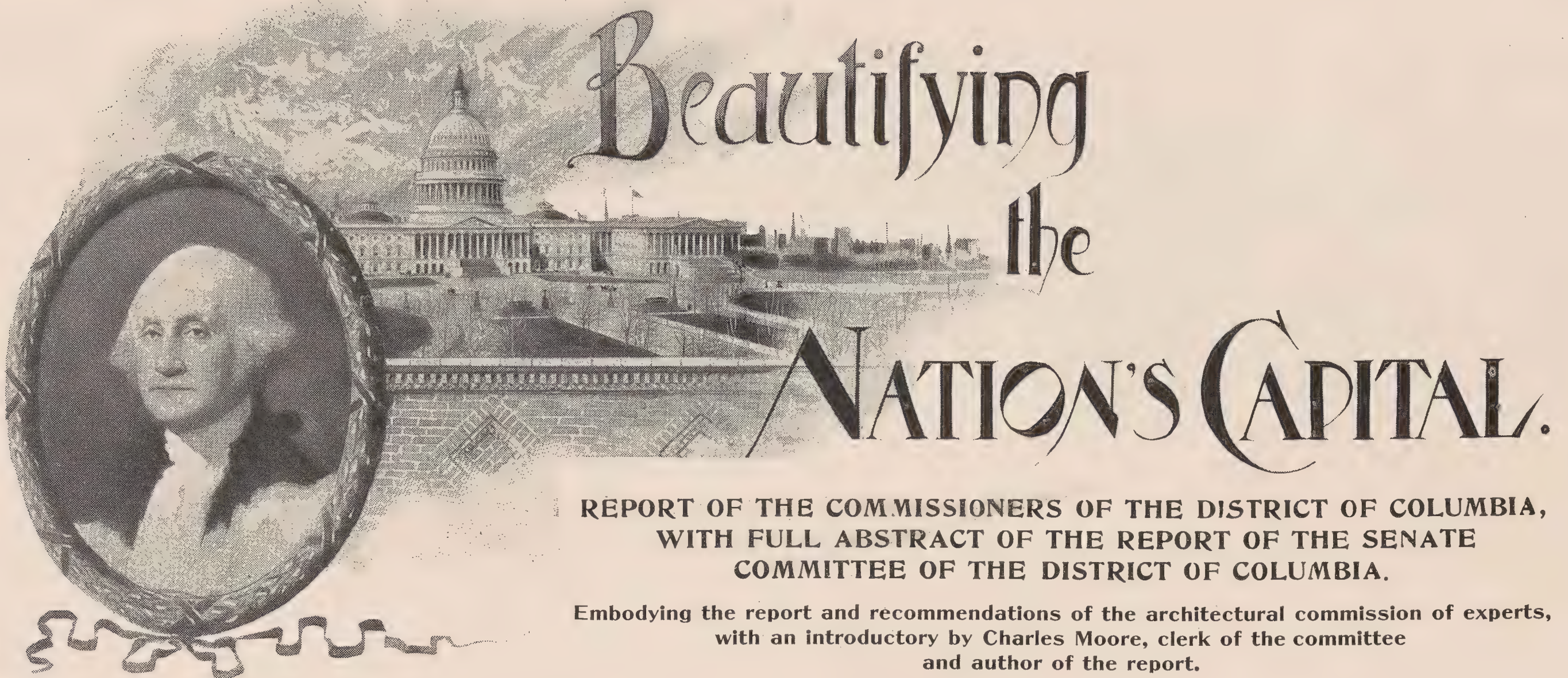
NEXT CONVENTION AT TORONTO, CANADA.

**Washington** In giving a major portion of our space to the projected plan for the beautifying of the capital of the nation, we feel that it can not be too strongly impressed upon the minds of all who have a pride in the present and ambition for the future of our country that the cities have an inherent right to be artistically pleasing, as well as commercially great. In the opportunity for embellishment and upbuilding along harmonious and artistic lines, there is no city in this country that presents equal opportunities with that of Washington. Though as old as the oldest, it was originally laid out by the best talent that was then available, and though successive generations have departed from the plan and the disciples of ignorance and of greed have from generation to generation combined to deface and sought to obliterate the design of Washington and of L'Enfant, it is still strongly marked and can and will be used by a more awakened and enlightened government as a basis for the future. It is time for such a movement to be established, for it began long ago in Vienna, Budapest, and other European capitals, and even in far Australia the entire removal of a capital is planned, the site selected and the city laid out and constructed upon a completed plan. We have the same opportunities here, with commercial wealth and artistic talents second to none, needing no effort but the united will of the people to make each metropolis beautiful and architecturally great.

#### High Building Construction Should Not be Restricted.

That the age is gradually turning from its intense commercialism, its disposition to plan and construct solely for utility, is evidenced in many ways. The movement to adopt a permanent plan for the future upbuilding of the national capital finds its echo in every city. Thus we have municipal art leagues and improvement societies and other movements, all looking toward a better and higher plane of municipal thought and life. It is true that many of these movements are chimerical and often ridiculous and illogical, but they indicate a strong trend of sentiment toward leaving to future generations something better than we received from those past. That this genuine sentiment should be taken advantage of by men of selfish and narrow instincts is not surprising, and the fight in Chicago against high buildings has been from first to last of this character. It did not commence as it should have, before the first high structures were planned, but by those who grew jealous of their neighbors. In order to pass a restrictive law, they sought the coöperation of the architects, and were supported largely by those who had never been called upon to construct high buildings, though they based their decision upon a sanitary theory in regard to the shading of certain streets. The best building is the modern building. It is light, airy and it is fireproofed. It is not all it will be or can be in design, but it is a vast improvement upon its neighbors, and if it serves no other purpose than to complete the demolition of the majority of those erected thirty years ago and gives to the commercial workers an added convenience, surely it will do as much good to those within the city as a harmonious street line would to the visiting stranger.





IN pursuance of the movement which originated with the American Institute of Architects and the Senate resolution which followed the preliminary report of the Senate committee of the District of Columbia, a plan for the improvement of the entire park system of the District of Columbia, together with the report of the Park Commission, was submitted on January 15, 1902.

Through the courtesy of Mr. Charles Moore, the secretary of the Senate District Committee (to whom indeed no small part of the credit for the successful inception and carrying on of this work is due), we are enabled to give our readers illustrations and excerpts from the reports made by the Commission that will show them at least the general scope of the work contemplated.

The management of this project is in good hands. No higher talent could have been secured anywhere in the world than is found in the Commission appointed. Burnham, Olmstead, McKim and St. Gaudens are names to conjure by, while Senator McMillen's District Committee is composed of men whose names are synonymous with progress, clear judgment and devotion to the public weal.

In glancing over these illustrations, some may say the scheme is visionary; it contemplates the absorption of too much private property, involving the outlay of too many millions. The Commission suggests it as an *ideal* plan, one to be worked up to gradually, and leaves it to the people to say how much of it is to be worked out, and when. We believe, however, that petty prejudices, local jealousies, the ultra-conservative spirit of economy, should all be buried and every one, the country over, should set his shoulder to the wheel and strain with all his might toward the praiseworthy end of our country's having a magnificent national capital, one commensurate with our dignity, our place in the commercial world and as a leader of nations, a new and grander Washington.

That end may only be attained by a systematized effort under skilled, experienced leadership. The leaders have been chosen, the plan of action mapped out; it is for us to do the rest.

The following letter from Mr. Moore, accompanying the plans and reports, to our Washington representative, aptly indicates the way we may all assist in this work, and we hope the profession will respond most heartily. It sometimes is accused of being a trifle lethargic where general public affairs are concerned; let it prove that in this case at least the imputation is absolutely groundless. Incidentally, the INLAND ARCHITECT takes pride in the fact that it was among the first to propose radical though less pretentious additions to the capital's parks. We refer our readers to the March, 1900, number for Mr. Fitzpatrick's article, "Beautifying Washington," containing arguments and suggestions that certainly must have carried weight with this Commission.

EDITOR INLAND ARCHITECT.—The plans prepared by the Park Commission, and now on exhibition at the Corcoran Gallery of Art, in Washington, have met with popular favor; and up to the present time no criticisms have been made as to either their ade-

quacy or their appropriateness. On the contrary, it is acknowledged that the plans, when carried out, will place Washington in the position among the cities of the world that every American desires the capital of his country to occupy.

The realization of the plans depends on the action of the people of the country (and especially upon the architects as the persons most qualified to express opinions on the subject), first, in urging upon Congress the desirability of a continuous, systematic project of improvement; and, second, in preventing mutilation or perversion of the present comprehensive scheme in order to promote individual interests.

The task of preparing the plans within the time set for making the report called for continuous study and labor of the most exacting nature on the part not alone of the members of the Park Commission, but also of the draftsmen and artists whom they called to assist in the work. All who have been associated in the project have felt an inspiration born of patriotism; and their chief reward will come in the pleasure that connection with such a work must bring. As the project comes to be realized the architects, sculptors and landscape architects of this country will be called on to participate in the work, and to share in the satisfaction.

The American Institute of Architects, which has guided and encouraged the scheme thus far, is relied on to protect and foster it to the end.

CHARLES MOORE.

REPORT OF THE PARK COMMISSION TO THE SENATE COMMITTEE ON THE DISTRICT OF COLUMBIA.

SIR,—The Commission appointed by the Senate Committee on the District of Columbia to prepare a plan for the development and the improvement of the entire park system of the District of Columbia respectfully report:

The city of Washington differs from all other American cities in the fact that in its original plan parks were laid out as settings for public buildings. Even its broad avenues were arranged so as to enhance the effect of the great edifices of the nation; and the squares at the intersection of the wide thoroughfares were planned as sites for memorials to be erected by the various States. Parks, in the modern sense of large public recreation grounds, there were none; but small areas designed to beautify the connections between the various departments of Government were numerous.

During the nineteenth century, however, the development of urban life and the expansion of cities have brought into prominence other needs, not recognized a hundred years ago, for large parks to preserve artificially in our cities passages of rural or sylvan scenery and for spaces adapted to various special forms of recreation. In the effort to provide for these new needs, instead of acquiring additional lands, Congress diverted from their original purpose those already set apart; for the founders had been so farsighted that there seemed to the limited view of their successors no prospect that the Government buildings would ever acquire so grand a setting.

Moreover, during the century that has elapsed since the foundation of the city the great space known as the Mall, which

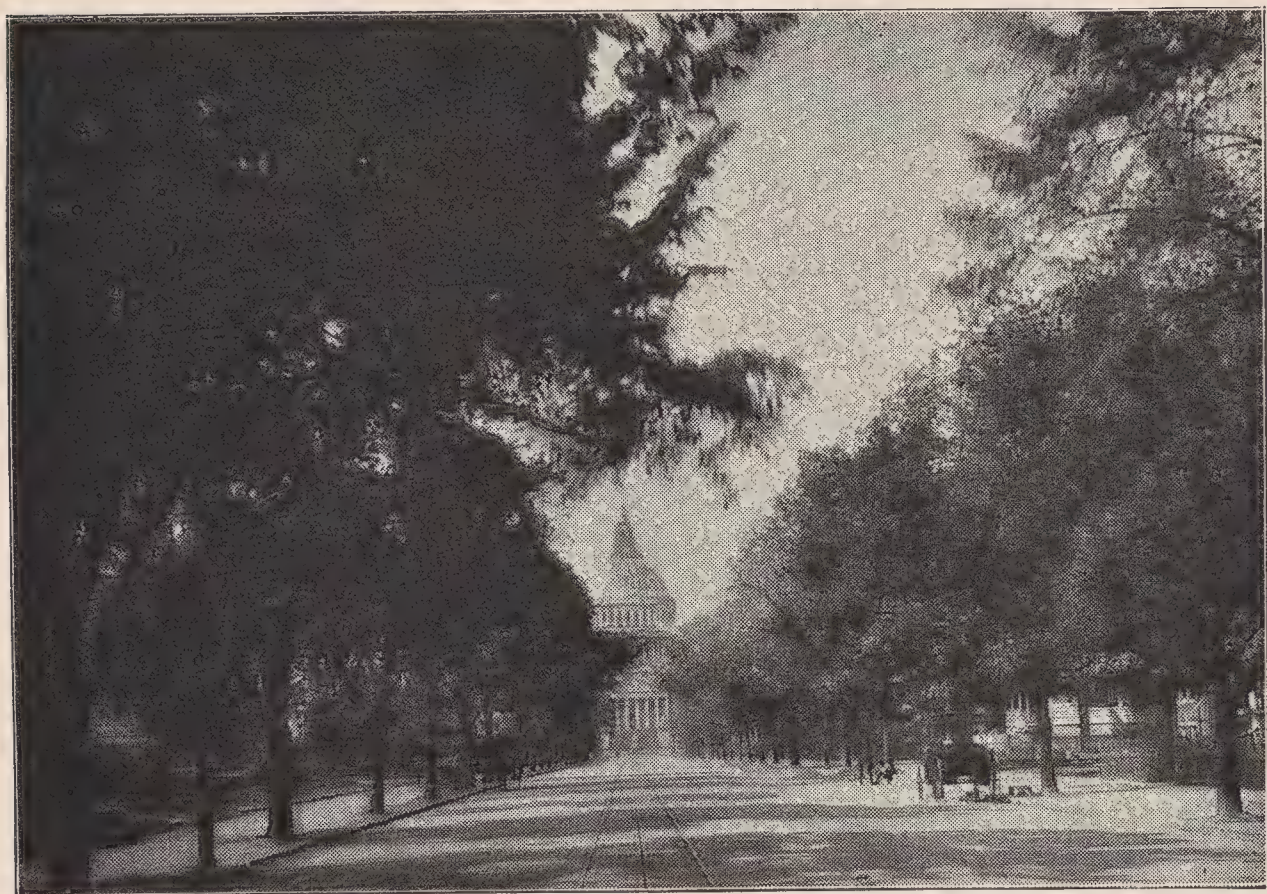


ONE OF THE SIX PAVILIONS IN MONUMENT GARDEN.



was intended to form a unified connection between the Capitol and the White House, and to furnish sites for a certain class of public buildings, has been diverted from its original purpose and cut into fragments, each portion receiving a separate and individual informal treatment, thus invading what was a single composition. Moreover, many reservations have passed from public into private ownership, with the result that public buildings have lost their appropriate surroundings, and new structures have been built without that landscape setting which the founders of the city relied on to give them beauty and dignity.

Now that the demand for new public buildings and memorials has reached an acute stage, there has been hesitation and embarrassment in locating them because of the uncertainty in securing appropriate sites. The Commission are thus brought face to face with the problem of devising such a plan as shall tend to restore



WASHINGTON AS IT IS—INFORMAL, UNIMPROVED, YET BEAUTIFUL.

that unity of design which was the fundamental conception of those who first laid out the city as a national capital, and of formulating definite principles for the placing of those future structures which, in order to become effective, demand both a landscape setting and a visible orderly relation one to another for their mutual support and enhancement.

To the unique problem of devising a way to return to the original plan of the city of Washington, was added the task of suggesting lines for the development of those large parks which have been obtained in recent years either by purchase or by reclamation; of advising the acquisition of such additional spaces as are deemed necessary to create a modern park system; and of selecting for purchase and improvement suitable connections between the various park areas.

If Washington were not a nation's capital, in which the location of public buildings is of the first importance; and if the city itself were not by its very plan tied to a historic past, the problem would be less complicated. The very fact that Washington and Jefferson, L'Enfant and Ellicott, and their immediate successors, drew inspiration from the world's greatest works of landscape architecture and of civic adornment, made it imperative to go back to the sources of their knowledge and taste in order to restore unity and harmony to their creations and to guide future development along appropriate lines. Indeed, the more the Commission studied the first plans of the Federal City, the more they became convinced that the greatest service they could perform would be done by carrying to a legitimate conclusion the comprehensive, intelligent, and yet simple and straightforward scheme devised by L'Enfant under the direction of Washington and Jefferson.

Through the courtesy of the Hon. Lyman J. Gage, Secretary of the Treasury, the Commission were enabled to visit those historic towns and estates on the Potomac and James rivers and on Chesapeake Bay among which Washington passed his life, and which exemplify the principles of plan and design for which the seventeenth century was famous. Meager and slight as these examples of formal landscape treatment seem when compared with their European prototypes, they nevertheless possess a simple dignity and stateliness, and they evince an acquaintance on the part of their designers with the fundamental principles of art.

L'Enfant's plan shows that he was familiar with the work of Lenôtre, whose examples of landscape architecture, not only in France, but also in Italy and England, are still the admiration of the world. We know, also, that L'Enfant had the advantage of those maps of foreign cities, "drawn on a large and accurate scale," which Jefferson gathered during his public service abroad, and we learn from Jefferson's letters how he adjured L'Enfant not to depart from classic models, but to follow those examples which the world had agreed to admire. In order to restudy these same models and to take note of the great civic works of Europe, the Commission spent five weeks of the summer of 1901 in foreign travel, visiting London, Paris, Rome, Venice, Vienna, Budapest, Frankfort and Berlin. Among the many problems with which the Commission is called upon to deal there is not one which has not been dealt with in some one of the cities mentioned, and by way

either of example or of warning the lessons of the past have been brought to bear upon the present work.

The cordial reception which the Commission have met from the highest officials of the Government and the opportunities of usefulness that have been opened to its members are alike significant and gratifying. With the approval of the Secretary of Agriculture and the Secretary of the Treasury, the Supervising Architect consulted the Commission at every stage in the selection of an architect for and the location of the new building for the Department of Agriculture. The Secretary of War, under whose supervision the public buildings and grounds of the city come, is moved to say in his latest annual report:

The many duties of the War Department in relation to the public buildings and grounds of Washington and to the statues and memorials authorized or proposed by Congress have brought the Department into frequent conference with the Commission selected by the Senate Committee on the District of Columbia to prepare plans for the development of the park system of the District, consisting of Messrs. Daniel H. Burnham, Charles F. McKim and Frederick Law Olmsted, Jr., who have now associated with them Mr. Augustus St. Gaudens. In admirable spirit that Commission seeks to restore and develop the original designs of President Washington and L'Enfant, and the plans which they are about to present for the work to be done hereafter in making the capital city more beautiful have the hearty approval and sympathy of the War Department, and will, if they shall happily be adopted, have that Department's cordial cooperation.

The Attorney-General, in referring to the proposed building for the Department of Justice, says in his annual report for 1901:

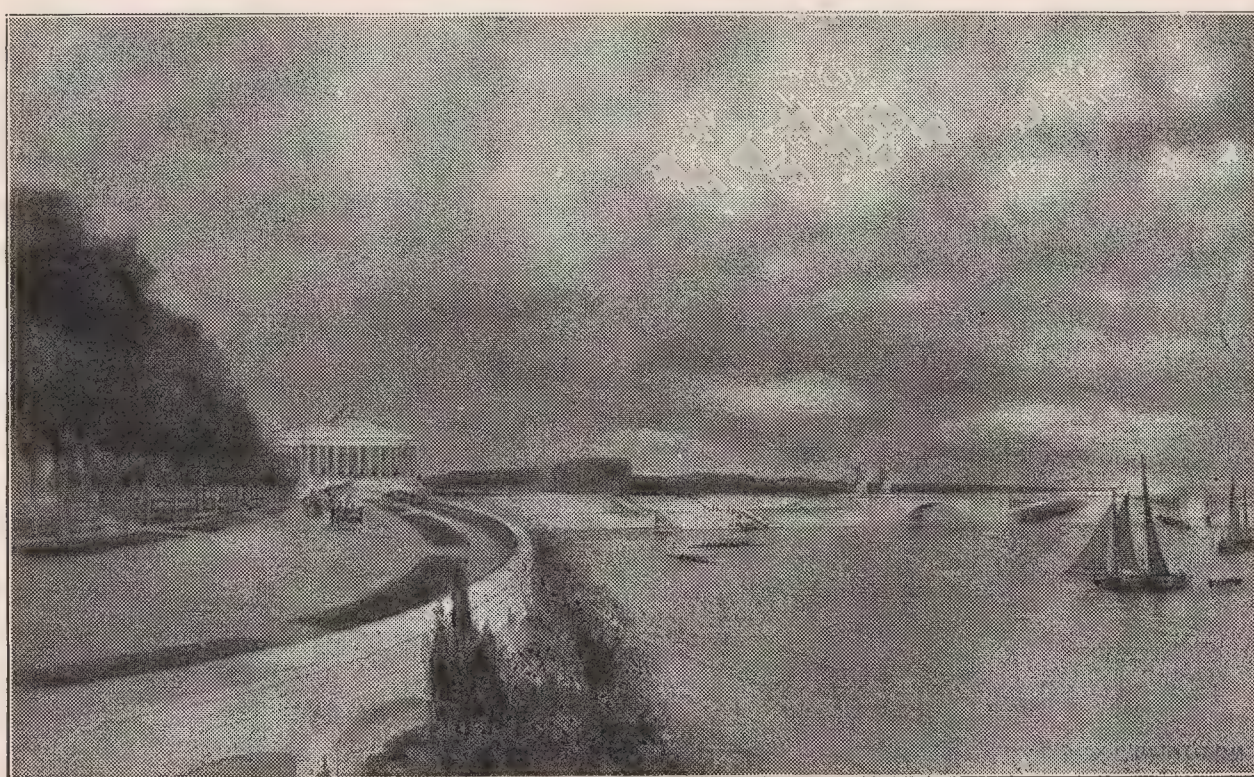
No building should be constructed except such as will meet the just expectations not only of the present but of future generations. The building should be worthy of the purpose to which it is to be devoted and of the Government whose dignity it in part represents. In this connection due regard should be had to the general plan for the adornment of Washington, which is now under consideration by a competent Commission. Washington has become a city not only of cosmopolitan dignity but of exceptional beauty, and no building should be so constructed or located as to mar the symmetry of its development.

The Commissioners of the District of Columbia and the officials connected with their office have given repeated and cordial assurance of their interest in a systematic development of the park system of the District, not only by consultations, but also by placing the resources of their office at the disposal of the Commission. In their annual report the District Commissioners say:

An important expression of the new feeling in Congress respecting the District of Columbia was the creation, at the extraordinary session of the Senate, in March last, under the authority of a Senate resolution, by the Committee on the District of Columbia, of a Commission of eminent architects and landscape engineers to prepare a general plan for improvement of the park system of the District of Columbia. The Commissioners of the District of Columbia have been glad to act in cooperation with this Commission, and trust that its project for beautifying of the national capital will be adopted by Congress as the working plan for the years to come. For years the Commissioners of the District of Columbia and other public officers, and the citizens of the District, have been hoping that such a comprehensive scheme of improvement of the park system, and therefore of the whole District, would be adopted, in order that its esthetic development might be made harmonious and complete and in accordance with the best ideals.

To the Secretary of the Smithsonian Institution, the Superintendent of the Coast Survey, the Officer in Charge of Public Buildings and Grounds, and the officers of the corps of engineers engaged on the improvement of the Potomac River Front, the Commission are under obligations for assistance and information without which their labors would have been prolonged indefinitely, if not entirely defeated.

The representative bodies of the citizens of the District of Columbia and the press also have given encouragement and



PROPOSED DEVELOPMENT OF LINCOLN MONUMENT SITE, SEEN FROM RIVERSIDE DRIVE.

support to the work, and have furnished suggestions of great value because based on experience of the needs of the people.

Having been met at the beginning of its labors with so much kindness and consideration, the Commission now believe that the plans presented herewith will be found to be in harmony and accord with the original ideas for systematic development of the District of Columbia as the seat of government of the United States.

The Senate Committee on the District of Columbia of the Fifty-seventh Congress, which submitted the report, consisted of James McMillan, of Michigan, Chairman; Jacob H. Gallinger, of New Hampshire; Henry C. Hansbrough, of North Dakota; Jeter C. Pritchard, of North Carolina; William M. Stewart, of Nevada; William P. Dillingham, of Vermont; Addison G. Foster, of Washington; George L. Wellington, of Maryland; Thomas



S. Martin, of Virginia; Stephen R. Mallory, of Florida; Henry Heitfeld, of Idaho; William A. Clark, of Montana; Murphy J. Foster, of Louisiana; Charles Moore, of Michigan, Clerk.

EXTRACTS FROM THE PRELIMINARY REPORT ON IMPROVEMENT OF THE PARK SYSTEM OF THE DISTRICT OF COLUMBIA.

On January 15, 1902, Mr. McMillan, from the Committee on the District of Columbia, presented the following preliminary report:

The Committee on the District of Columbia, acting under instructions of the Senate embodied in the resolution adopted March 8, 1901—

*Resolved*, That the Committee on the District of Columbia be, and it is hereby, directed to consider the subject and report to the Senate plans for the development and improvement of the entire park system of the District of Columbia. For the purpose of preparing such plans the committee may sit during the recess of Congress, and may secure the services of such experts as may be necessary for a proper consideration of the subject. The expenses of such investigation shall be paid from the contingent fund of the Senate—

respectfully report:

The District of Columbia was created to be the seat of Government of the United States, and Washington was laid out as



WASHINGTON—THE CITY AS IT IS.

distinctively a capital city. The first consideration in its planning was the location of the public buildings and the grounds relating to them. In determining these locations each site was selected in reference to every other site. The lines of communication between the various Departments were studied, and care was taken to provide not alone for convenience, but also for beauty and dignity. The original plan of Washington, having stood the test of a century, has met universal approval. It is the departures from that plan that are to be regretted and, wherever possible, remedied.

THE PROBLEM STATED.

The reclamation of the Potomac flats has added to the public grounds a considerable area, one portion of which must be treated as a continuation of the Mall and the Monument grounds, while the section lying in the river opposite the Washington Channel is susceptible of individual treatment.

In 1889 Congress provided for the purchase of the 170 acres of land in the valley of Rock Creek, which have been developed into the National Zoölogical Park, and the next year a special act was passed authorizing the purchase of two thousand additional acres extending from the northern boundaries of the Zoölogical Park to the District line. The amount of land actually acquired under the provisions of this act was 1,605.9 acres. This territory, beautified by nature, is undeveloped, save for a few roads, the location of which was obvious; and before the public can fully realize the advantages of the purchase Rock Creek Park must be developed according to a systematic plan made by landscape architects.

The Anacostia flats, comprising about eleven hundred acres, imperatively demand reclamation in order to free the eastern portion of the city from the malarial conditions which for years have seriously retarded the development of that section, and have constantly impaired the health of those persons who have been compelled to live within the miasmal influences. Congress, recognizing the deplorable conditions to which thousands of people either in its employ or under its care are thus of necessity subjected, caused to be made a survey and estimates of cost of the reclamation of these flats, and it is believed that the time has now come to enter upon this work, with the view to create a water park. In this manner can the park needs of the District best be subserved, and at the smallest expense.

The valley of Rock Creek from the mouth of that stream to the Zoölogical Park is unsightly to the verge of ugliness. Congress has had the situation studied with a view to finding a solution of the difficulty, either by covering the creek entirely or by creating a parkway through the valley. The need of a definite plan of treatment is shown in a striking manner by the fact that on the line of Connecticut avenue a bridge is in course of construction; while on the line of Massachusetts avenue a culvert is building, the obvious intention being to fill the entire valley southward to the mouth of the creek. A decision should be reached as to whether the creek is to be covered or is to remain open, and also as to the treatment of the space in either case.

THE NECESSITY FOR COMPREHENSIVE TREATMENT.

The development of Potomac and Rock Creek Parks, the creation of a park along the Anacostia, and the increasing use of the

Soldiers' Home grounds for park purposes, all call for a study of a means of connection among the parks, so as to bring into one system the diversified attractions that the parks, when developed, will offer. The positive squalor which to-day mars the entrance to almost every one of the parks is too apparent to need discussion.

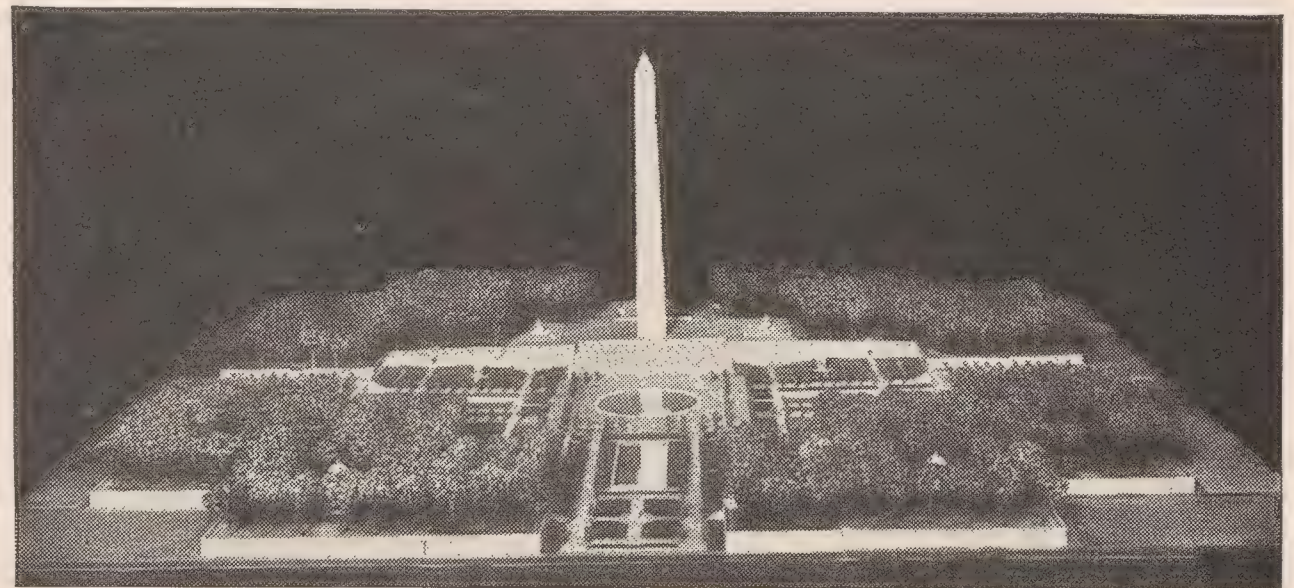
Aside from the pleasure and the positive benefits to health that the people derive from the public parks, in a capital city like Washington, there is a distinct use of public spaces as the indispensable means of giving dignity to Government buildings; and of making suitable connections between the great departments. When the city of Washington was planned under the direct and minute supervision of Washington and Jefferson, the relations that should subsist between the Capitol and the President's house were closely studied. Indeed, the whole city was planned with a view to the reciprocal relations that should exist among public buildings. Vistas and axes; sites for monuments and museums; parks and pleasure gardens; fountains and canals; in a word, all that goes to make a city a magnificent and consistent work of art were regarded as essentials in the plans made by L'Enfant, under the direction of the first President and his Secretary of State.

Nor were these original plans prepared without due study of great models. The stately art of landscape architecture had been brought over seas by royal governors and wealthy planters; and both Washington and Jefferson were familiar with the practice of that art. L'Enfant, a man of position and education, and an engineer of ability, must have been familiar with those great works of the master Lenôtre which are still the admiration of the traveler and the constant pleasure of the French people. Moreover, from his well-stocked library Jefferson sent to L'Enfant plans "on a large and accurate scale" of Paris, Amsterdam, Frankfort, Carlsruhe, Strasburg, Orleans, Turin, Milan, and other European cities, at the same time felicitating himself that the President had "left the planning of the town in such good hands."

CHANGES MADE IN THE L'ENFANT PLAN.

It has so happened that the slow and unequal development of the city during the century of its existence has worked changes in the original design, and to a certain extent has prevented the realization of the comprehensive plan of the founders. As a result there has been a lack of continuity in the parks, and spaces like the Mall, that were designed for development as a unit, have been cut into pieces, some of which have been improved, some have been sold to private persons, and some have been diverted to uses so absolutely at variance with the original idea as seriously to detract from the dignity of the buildings those spaces were intended to enhance.

Happily, however, nothing has been lost that can not be regained at a reasonable cost. Fortunately, also, during the years that have passed the Capitol has been enlarged and



MODEL OF MONUMENT GARDEN.

ennobled, and the Washington Monument, wonderful alike as an engineering feat and a work of art, has been constructed on a site that may be brought into relations with the Capitol and the White House. Doubly fortunate, moreover, is the fact that the vast and successful work of the engineers in redeeming the Potomac banks from unhealthy conditions gives opportunity for enlarging the scope of the earlier plans in a manner corresponding to the growth of the country. At the same time the development of Potomac Park both provides for a connection between the parks on the west and those on the east, and also it may readily furnish sites for those memorials which history has shown to be worthy a place in vital relation to the great buildings and monuments erected under the personal supervision of the founders of the Republic.

The question of the development of these park areas forces itself upon the attention of Congress. Either this development may be made in a haphazard manner, as the official happening to be in charge of the work for the time may elect; or it may be made according to a well-studied and well-considered plan devised by persons whose competence has been proved beyond question. Such a plan, adopted at this time and carried out as Congress may



make appropriations for the work, will result in making Washington the most beautiful capital city in the world.

#### THE SENATE ORDERS THE PREPARATION OF A PLAN.

The action of the Senate in ordering a comprehensive plan for the development of the entire park system of the District of Columbia is the result of two movements—one popular in character, the other technical. In October, 1898, the citizens of the District of Columbia began to plan for the celebration, two years later, of the one hundredth anniversary of the removal of the permanent seat of government to the District of Columbia. The project, being national rather than local, was brought to the attention of the President, and by him was laid before Congress, with the result that a joint committee of the two houses was appointed to act with the citizens' committee in planning for the celebration. In December, 1900, commemorative exercises, held at the White House and at the Capitol, were participated in by the Governors of the States, as well as by the officials of the general Government, and the representatives of foreign powers; and the celebration was brought to an appropriate end by a reception and banquet given by the Washington Board of Trade in honor of the Congressional committee and the distinguished guests.

The keynote of the celebration was the improvement of the District of Columbia in a manner and to an extent commensurate with the dignity and the resources of the American nation. Senators and Congressmen vied with Governor after Governor in commendation of the ideas broached by the local committee, that the time had come for the systematic and adequate improvement of the District of Columbia.

While the centennial exercises were in progress the Institute of American Architects, in session in this city, was discussing the subject of improving Washington; and in a series of papers making suggestions for the development of parks and placing of public buildings, the tentative ideas of a number of the leading architects, sculptors and landscape architects of the country were put forward for discussion. As a result the Institute appointed a committee on legislation, and consultations between that committee and the Senate Committee on the District of Columbia were followed by the order of the Senate for the preparation and submission of a general plan for the development of the entire park system of the District.

#### THE APPOINTMENT OF A COMMISSION.

On March 19, 1901, the subcommittee of the District committee having the matter in charge met the representatives of the American Institute of Architects and agreed to the proposition of the latter that Mr. Daniel H. Burnham, of Chicago, Illinois, and Mr. Frederick Law Olmsted, Jr., of Brookline, Massachusetts, be employed as experts, with power to add to their number. These gentlemen accepted the task, and subsequently invited Mr. Charles F. McKim and Mr. Augustus St. Gaudens, of New York, to act with them in the preparation of plans.

The committee considers itself most fortunate in securing the services of men who had won the very highest places in their several professions. As the director of works of the World's Columbian Exposition at Chicago, Mr. Burnham achieved a reputation for artistic taste, executive ability, and that comprehensive grasp of the details necessary to carry a great undertaking to its successful issue. The monumental works with which Mr. McKim's name is associated as architect show intelligent appreciation of the spirit of the past, perfect taste, and that simplicity which marks the highest stage of art. All of these qualities are essential in the Washington work, which aims to restore those meritorious portions of the original plans that have been lost, and to apply the underlying principles of those plans to the new and larger conditions of the present. As a sculptor Mr. St. Gaudens has achieved a place second to no other American, and among architects and artists his criticisms have the authority of law. Mr. Olmsted bears a name identified with what is best in modern landscape architecture in the District of Columbia. He is the consulting landscape architect not only of the vast system of parks and boulevards which make up the metropolitan park system of Boston and its suburbs, but also of large parks in various cities. To inherited taste he adds the highest training, both practical and theoretical.

#### THE WORK BROADENS.

The nature and scope of the work having been outlined to the Commission, they entered upon their task not without hesitation and misgivings. The problem was both difficult and complex. Much must be done; much, also, must be undone. Moreover, no sooner was the membership of the Commission announced than their aid and advice was sought in relation to buildings and memorials under consideration, so that immediately the range of work broadened. Thus the importance and usefulness of the Commission was enhanced. Such a result was anticipated by your committee, and the most encouraging part of the work has been the cordiality and even enthusiasm with which the various officials who came into relations with the Commission have taken up the general project.

#### THE RAILROAD PROBLEM.

After a detailed examination of the topographical features of the District of Columbia, the Commission drew up preliminary plans. They were then forced to the conclusion that an adequate treatment of the park system depends upon the exclusion of the

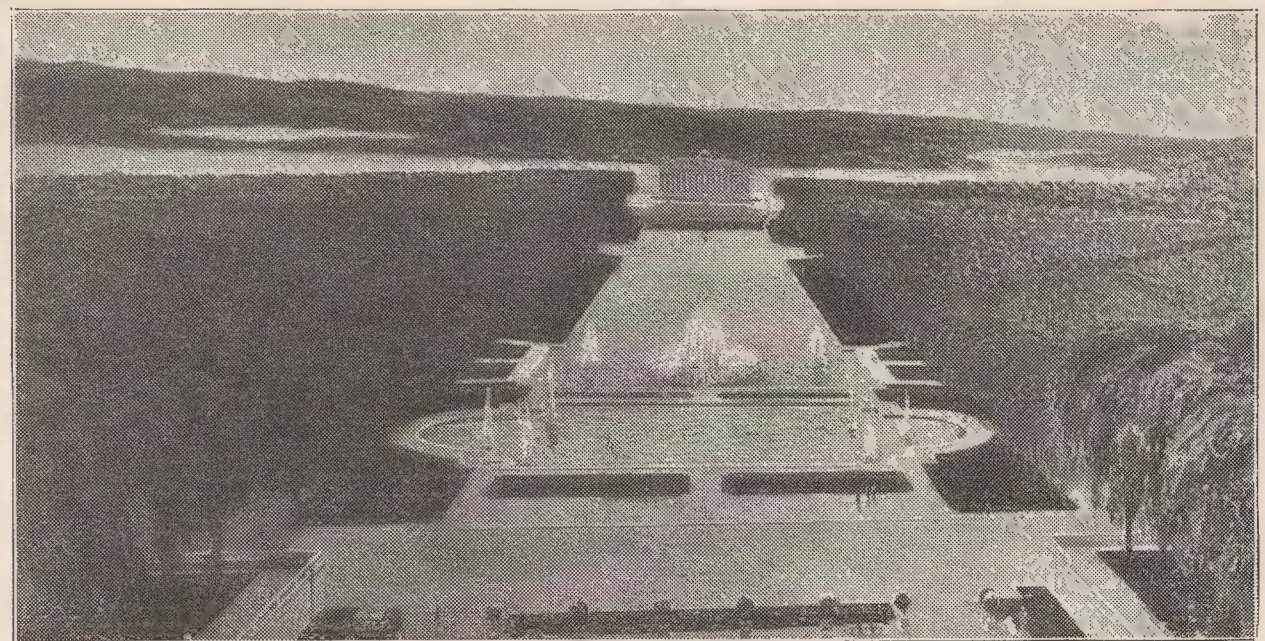
Baltimore & Potomac Railroad from public grounds, so as to allow that dignified approach to the Capitol for which the Mall was originally designed.

The occupation of the Mall by the railroad dates back about thirty years, at which time, in order to secure competition in freight and passenger traffic, the then local government of the District of Columbia granted the lands, and subsequently Congress confirmed the grant. In extenuation of the original occupation, it may be urged that the space was then no better than a common pasture and that the railroad but took the place of the canal which it paralleled; so that conditions were bettered by the change, as undoubtedly proved to be the case. Be that as it may, the railroad holds the property by a title good in law and in equity; and by virtue of a recent act of Congress the railroad space has been enlarged, in consideration of the surrender of street trackage and the proposed elevation of the tracks within the city of Washington.

It so happened that the chairman of the Commission, Mr. Burnham, is the architect of the Pennsylvania Railroad's new station at Pittsburg, and after his selection as a member of the Commission the construction of the Washington station was placed in his hands. After consultation with the subcommittee, Mr. Burnham proposed to the president of the Pennsylvania Railroad that the station be built on the south side of the Mall and lands adjoining. The architectural and other advantages of the proposed site were set forth with such vigor as to command serious consideration. There the matter rested for a time.

#### EUROPEAN STUDIES.

The Commission, in order to make a closer study of the practice of landscape architecture as applied to parks and public buildings, made a brief trip to Europe, visiting Rome, Venice, Vienna, Budapest, Paris, London, and their suburbs. Attention was directed principally to ascertaining what arrangement of



VIEW OF LINCOLN MONUMENT SITE, SEEN FROM WASHINGTON MONUMENT.

park areas best adapts them to the uses of the people, and what are the elements that give pleasure from generation to generation, and even from century to century. The many and striking results of this study will appear in the discussions that follow.

It was during the stay of the Commission in London that President Cassatt announced to Mr. Burnham his willingness to consider the question, not of moving the Baltimore & Potomac station to the south side of the Mall, but of withdrawing altogether from that region and uniting with the Baltimore & Ohio Railroad company in the erection of a union station on the site established by legislation for the new depot of that road, provided suitable legislation be secured to make compensation for the increased expense such a change would involve, and provided, also, that the approaches to the new site be made worthy of the building the railroads propose to erect.

#### CLIMATIC CONDITIONS IN WASHINGTON.

On beginning work the Commission was confronted by the fact that while from the first of October till about the middle of May the climatic conditions of Washington are most salubrious, during the remaining four and a half months the city is subject to extended periods of intense heat, during which all public business is conducted at an undue expenditure of physical force. Every second year Congress is in session usually until about the middle of July; and not infrequently it happens that by reason of prolonged or special sessions, during the hottest portion of the summer the city is filled with the persons whose business makes necessary a more or less prolonged stay in Washington. Of course nothing can be done to change weather conditions, but very much can be accomplished to mitigate the physical strain caused by summer heat. Singularly enough, up to the present time the abundant facilities which nature affords for healthful and pleasant recreation during heated terms have been neglected, and in this respect Washington is far behind other cities whose climatic conditions demand much less, and whose opportunities also are less favorable.

In Rome throughout the centuries it has been the pride of emperor and of pope to build fountains to promote health and give pleasure. Mile after mile of aqueduct has been constructed to gather the water even from remote hills, and bring great living streams into every quarter of the city; so that from the moment of entering the Eternal City until the time of departure the visitor



is scarcely out of sight of beautiful jets of water now flung upward in great columns to add life and dignity even to St. Peter's; or again gushing in the form of cascades from some great work of architect or sculptor; or still again dripping refreshingly over the brim of a beautiful basin that was old when the Christian era began. The Forum is in ruins, basilicas and baths have been transformed into churches, palaces have been turned into museums; but the fountains of Rome are eternal.

#### THE NECESSITY OF FOUNTAINS.

If all the fountains of Washington, instead of being left lifeless and inert as they are during most of the time, should be set playing at their full capacity, they would not use the amount of water that bursts from the world-famous fountain of Treve or splashes on the stones of the piazza of St. Peter's. At the Château de Vaux-le-Vicomte, near Paris, the great landscape architect, Lenôtre, built cascades, canals and fountains using five million gallons of water per day; and the fountains of Versailles are the wonder and delight of the French people.

The original plans of Washington show the high appreciation L'Enfant had for all forms of water decoration; and when the heats of a Washington summer are taken into consideration, further argument is unnecessary to prove that the first and greatest step in the matter of beautifying the District of Columbia is such an increase in the water supply as will make possible the copious and even lavish use of water in fountains.

#### PUBLIC BATHS AND GYMNASIUMS.

Scarcely secondary in importance to fountains are public baths. An instructive lesson in this respect may be found in the experience of the Metropolitan Park Commission in taking over and equipping Revere Beach, immediately north of Boston. There the squalid conditions prevailing in former years have been changed radically; and a well-kept and well-policed beach, sufficient in extent to accommodate over one hundred thousand persons, is publicly maintained; no fewer than seventeen hundred separate rooms are provided for bathers, and bathing suits are furnished at a small expense. The receipts pay for maintenance and yield a surplus of several thousand dollars for repairs and extensions.

In Washington the extensive use of the present bathing beach shows how welcome would be the construction of modern buildings with ample facilities. Moreover, the opportunities offered by an extended river front should be utilized in furnishing opportunities for free public baths, especially for the people of that section of the city between the Mall and the Potomac.

#### THE LOCATION OF PUBLIC BUILDINGS.

The location of public buildings has received the very careful consideration of the Commission. In general terms their conclusions are:

First. That only public buildings should face the grounds of the Capitol.

Second. That new department buildings may well be located so as to face Lafayette Square.

Third. Buildings of a semipublic character may be located south of the present Corcoran Art Gallery, fronting on the White Lot and extending to the park limits.

Fourth. That the northern side of the Mall may properly be used by museum and other buildings containing collections in which the public generally is interested, but not by department buildings.

Fifth. That the space between Pennsylvania avenue and the Mall should be occupied by the District building, the Hall of Records, a modern market, an armory for the District militia, and structures of like character.

The grounds on which these conclusions rest will be found in report of the Commission.

#### THE IMPROVEMENT OF THE MALL.

The Mall, originally designed to form a parklike connection between the Capitol and the White House, was laid out in such a manner as to emphasize the character of Washington as the capital city. The predominating ideas in its treatment were dignity and beauty. The entire space was intended as a grand setting for the two great buildings of the nation. The new plans aim to restore those relations and to carry to their logical conclusion those intentions. In the plans for the improvement of the Mall, therefore, the Commission have endeavored to point the way to a realization of the greatest beauty and the utmost dignity.

In outline, the Commission propose, by a simple device of planting, to bring the Monument into the Capitol vista, so that the observer standing on the western terrace of the Capitol shall look off over a green carpet, bordered on each side by four rows of elms, to the Monument, rising from a platform in the form of a terrace. Walks and driveways, shaded by the elms, give access from east to west; while the streets continue on the surface level from north to south. Behind these trees should stand the white marble buildings devoted to the scientific work of the Government.

The distance from the Capitol to the Monument is about one and one-half miles, and the reclamation of the Potomac flats has added nearly a mile to this space, thus giving opportunity both for an extension of the treatment accorded to the Mall and also for a new and great memorial to stand on the axis of the Capitol and the Monument, near the bank of the Potomac. Abraham Lincoln is the one name in our national history that the world has agreed to couple with Washington's, and as no adequate memorial of him exists at this capital the place and the oppor-

tunity would seem to agree in setting apart this great site as an eminently suitable location for a Lincoln monument.

Again, a garden placed directly west of the Monument not only gives added impressiveness to that structure, but also creates an axial relation with the White House; and in this simple and direct manner the L'Enfant idea of placing the Washington memorial on the axis of both the Capitol and White House is realized. Moreover, this garden, surrounded by terraces carrying groves of elms, becomes the gem of the entire park system.

South of the Monument the space is devoted to out-of-door sports—to gymnasiums and playgrounds, to swimming pools in summer and skating parks in winter. Here, too, is a great rond-point which fittingly may carry some symbolic figure typical of the Republic.

#### THE RIVER FRONT.

The necessity of rebuilding the wharfage on Washington channel, which recently has come into the undisputed possession of the District of Columbia, makes it necessary to decide as to the character of the new wharves. The War Department has recently established the Engineers' School and the War College on what is known as the Arsenal Grounds, and this property will be greatly improved within the near future. The rebuilding of the wharves should be in keeping with these prospective improvements; and, fortunately, the rental value of the frontage will be sufficient to provide for the ultimate payment of the cost of permanent work as well as the maintenance of the same.

The ebb and flow of the tide in the channel should not be impeded by slips that collect refuse, but should be accelerated by a continuous line of masonry quays, to correspond with the miles of masonry work already constructed by the engineers to form the river walls of the Potomac Park. As business demands larger space, the piling should be arranged so as to provide for clear tidal flow. Then the wide thoroughfare known as Water street may be treated as a driveway between the Potomac Park and the Anacostia Park.

#### THE PLANS AND MODELS.

In working out their plans the Commission found it necessary to have prepared, under their direction, models in plaster of the section of the city from the Library of Congress westward to the Potomac. These models, so indispensable to the designers, become the guides for carrying out the plans, so that, no matter how long a period of time the work may cover, there need be no departure from the approved designs.

In order to give a more detailed treatment of particular features than models on so small a scale afford, detailed architectural drawings first have been made and then have been rendered by capable illustrators, so that the appearance of the completed work may be studied. Through the courtesy of the trustees of the Corcoran Museum of Art the models and studies have been placed on exhibition at that gallery, where they are open to public inspection.

#### CONCENTRATION OF AUTHORITY NECESSARY.

The plans as prepared call for systematic, continuous work, which must of necessity be prolonged over a considerable number of years. The parks and reservations are now under the control of various officers and boards, all working with zeal indeed, but not always in harmony and coöperation. In order to promote economy and efficiency a park commission should be created, and in its charge the entire park system of the District of Columbia should be placed. This commission should be national rather than local in character, and should do its work under the immediate control of the Chief Executive of the United States.

#### THE COST OF CARRYING OUT THE PLANS.

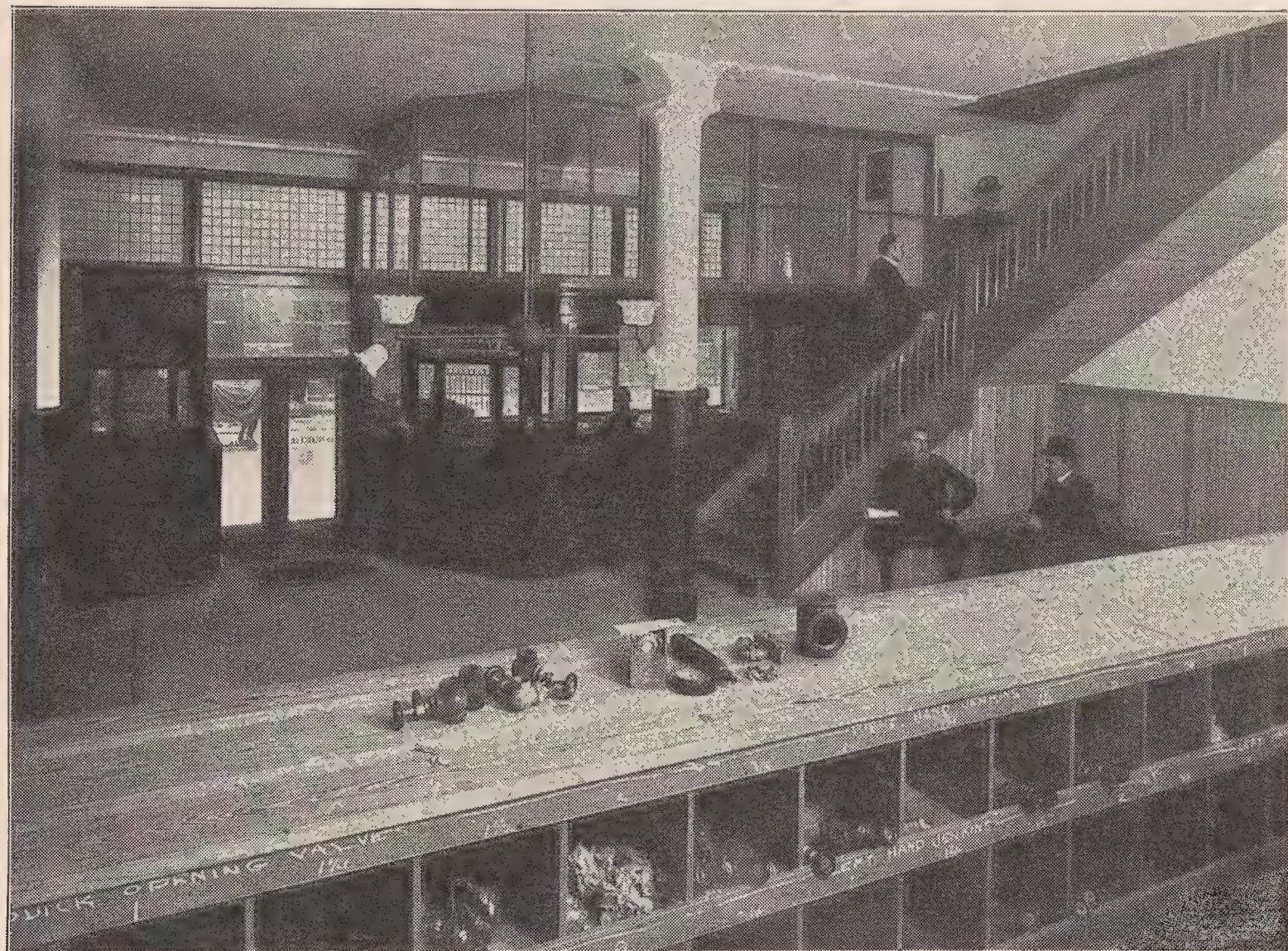
Obviously it is impossible to make any detailed estimate of the cost of carrying out the plans submitted. Nor is such an estimate necessary. From time to time new public buildings must be constructed, public spaces must be secured and improved, and those facilities which city life demands must be supplied. So fast as those needs shall be realized let the work be done in accordance with plans that are at once comprehensive, simple, adequate and dignified. In such a manner only can there be a development of the District of Columbia worthy of the nation.

ELECTRIC wires should never be permitted to enter a building, particularly a residence, except when encased in iron conduits. It is not sufficient that insurance companies place a much higher rate upon buildings that contain wires without this protection. It should be made absolutely prohibitory by the insurance companies which would govern old buildings and incorporate into the building laws to examine the proper placing of wires in the new. A case in point is that of a residence in Chicago. The owner, wishing to install wires in a completed residence, upon the advice of his architect tore up partitions and floors in order that iron conduits might be used. A month afterward, late in the evening, there was an explosion, and every globe in the house was shattered. Investigation by the electric company showed that the switchboard had burned out and the entire voltage had entered the house, and if it had not been for the conduits, fires would have occurred in so many different places at once that the house would have been instantly destroyed. Such protection should always be specified by architects, and when cut out by the owner it should be so stated in the specifications and thus relieve the architect of the responsibility for the almost inevitable fire.



### A QUARTER-CENTURY SKETCH OF THE L. H. PRENTICE COMPANY.

THE success of a town or city is first noted in the character of its retail stores and then in its commercial and business buildings. Its gradual elevation out of the mediocre is thus brought to the attention of the world. Capital is attracted, and in the general upheaval that follows, the man of brains, energy



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and business acumen is carried along. He notes the needs of the city in its general advance to a higher plane, and making good use of his knowledge of his trade or profession, he contributes an important influence to the successful issue. And thus he is brought into the channel of success and sails along with the stream of successful and progressive men of brains of a rapidly advancing city.

Thus the thought is often brought to the mind whether the great fire of October 9, 1871, was not of vast good to Chicago, for no city in the world ever leaped so quickly from a bed of ashes and quickened into life and made such rapid strides toward commercial and business supremacy. After having cleared itself of its shambles, it started with new life, capital and latent energy to rehabilitate itself.

When the man of energy appears he may not be apparent to all, but in his quiet way he works out the greatest good for the greatest number. Imbued with the knowledge of the needs of a complete and happy home and business world, he joins forces with men of other needed departments of usefulness and construction, and brings forth a perfect whole.

A man of this caliber, energy and strength is Leonidas Hamline Prentice, who arrived in Chicago in the year 1863. Born in Lockport, New York, in 1847, Mr. Prentice comes from genuine American ancestry, his ancestors on his mother's side having settled in this country in 1630, and on his father's side in 1640. He was named after Bishop Hamline, of New York.

In 1863 Mr. Prentice took a position as office boy with R. T. Crane & Brother (now Crane Company). From this humble beginning he worked his way to the position of assistant secretary of the company. But his bent was practical as well as managerial, and he turned his attention to the steam-heating department, where, as engineer and contracting agent, he laid out the work and made the estimates. It was here that Mr. Prentice laid the foundation of his present fame and fortune as a steam-heating engineer.

Fortune moves slowly but surely in the history of individuals as of communities, and so it was with Mr. Prentice, for just as he had become proficient in his chosen art, the opportunity for a wider field of usefulness was opened to him. With Mr. Hay, the

then superintendent of the heating department, he purchased this branch of the Crane Company's business, and in 1877 established the firm of Hay & Prentice. In 1885 the firm was incorporated into the Hay & Prentice Company.

Hay & Prentice, from 1877 on, were contemporary with the architects who were most active in the rebuilding of Chicago on the modern plan—such men as Bauer, Baumann, Boyington, Burling, W. L. B. Jenney, Randall, Van Osdel, Wheelock and Wadskier. It was a time of revolution in methods of construction, when originality was in demand, and Hay & Prentice were equal to the occasion. They originated the modern ornamented radiator, which has entirely replaced the old pipe radiator with the flat top. From 1885 to 1888 they manufactured the new style ornamental body radiators, which were first made by them under broad patents. Their success was instant and quite in keeping with their former record under the old conditions, of which it may not be amiss to speak in this connection.

Hay & Prentice had long before become known as the foremost steam-heating firm in Chicago. They had equipped such buildings as the Grand Opera House, the Kingsbury Music Hall, now the Olympic Theater, Central Music Hall, which was the first building of its kind to install the Plenum system of heating, and the Montauk block, Chicago's first high office building to be heated with steam. Mr. Prentice was the first engineer to introduce the overhead or single-pipe system of steam radiation in office buildings. Many imitators of this system have claimed the credit, but the honor rightly belongs to this firm alone, as the pioneers in this system.

In 1888 Mr. Hay and Mr. Prentice parted company. Mr. Hay bought all rights and interest in the radiator business, and Mr. Prentice continued to devote his attention to the practice of his profession as a steam-heating engineer. With Mr. George Mehring, who had then been with the company for ten years, and Mr. George Fyfe, who had started with the original firm of Hay & Prentice in 1877, he formed the L. H. Prentice Company, under which style the business has been continued from the year 1888 to the present time.

How the business has grown from step to step with the advancing years is a story contemporaneous with the tale of the growth of Chicago. An index of its wonderful increase is seen in the comparative pay-rolls of then and now. In 1877, when the original capital of the firm was \$4,000 (of which \$2,000 was borrowed money), the first weekly pay-roll was only \$42. In 1902, the pay-roll, exclusive of salaries, is \$3,600 a week, and the busi-



PRIVATE OFFICE OF L. H. PRENTICE.

ness now reaches a total of half a million dollars a year. One interesting and remarkable feature is that during the entire history of the business there has not been any deaths of officers or employees of the company or any member of their families.

The great structures in which the L. H. Prentice Company has installed heating and ventilating plants speak most eloquently of this company's success. The Chicago University buildings, the Fisher building, Merchants' Loan and Trust Company's building, Marshall Field's new retail house, the new Tribune building, the National Life building, and many others in Chicago; the Flat-iron

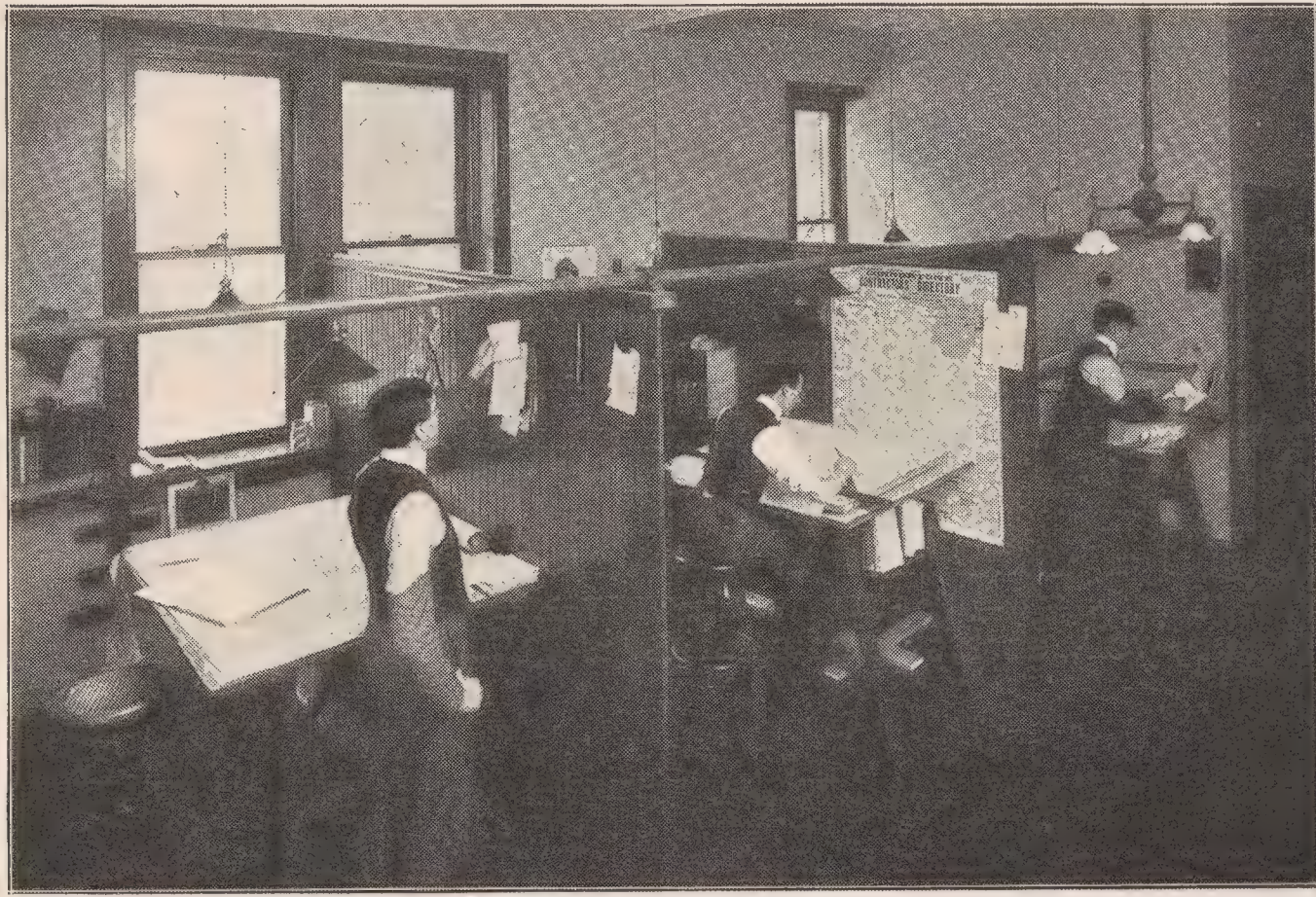


building, 20 stories, New York city; R. W. Patterson's new home in Washington, D. C.; the Pennsylvania depot at Cleveland, Ohio; twenty-seven stations for the Chicago & North-Western Railway Company, and other important structures too numerous to mention.

Closely identified with the success of the company is Mr. George Mehring, the genial vice-president and general manager, who entered the employ of Hay & Prentice in 1878, one year after the organization of the firm. Mr. Mehring started in as office boy on the munificent salary of \$5 a week. It was not an encouraging outlook for an ambitious young man, but persistent and intelligent work has won for Mr. Mehring the high position which he now holds as chief of the contracting department of the company. Mr. Mehring was born in Chicago, and in everything is a typical Chicagoan—ambitious and energetic and wide-awake. He first saw the light of day in a house built by Silas Cobb, at the corner of Lake and Canal streets, where the well-known establishment of Jones & Laughlin now stands. After graduating from the public schools, Mr. Mehring entered at once on the career in which he has since been so successful. He has been honored with positions of trust outside his immediate firm, being a charter member of the American Society of Heating and Ventilating Engineers and vice-president of the Chicago Master Steamfitters' Association.

Mr. George Fyfe, the secretary and treasurer of the company, was formerly with the Crane Company, and may be said to have been born and bred in the steam-heating business. He became identified with Mr. Prentice in this business almost twenty-five years ago, and celebrates his quarter-century of experience with this firm this year.

John S. Connell, the company's able superintendent, is one of the pioneer steamfitters of this country, having been with Wal-



DRAFTING ROOM.

worth & Nason, of Boston, in 1852, when steamfitting in the United States was in its infancy. Mr. Connell was born in Killarney, Ireland, in 1840, and came to this country with his parents in 1845. In the spring of 1864 he settled in Chicago, and on June 25, 1877, he engaged with the Prentice Company as superintendent.

Mr. Connell is a genial gentleman and still preserves some of the pleasantest characteristics of the "ould sod." A few years ago he traveled through England, France, Belgium and Germany. While sailing on the Rhine he was the only Irishman on the river at the time. He made a thorough study of the heating and ventilating systems of those countries, and brought back a new store of knowledge to the L. H. Prentice Company for the benefit of the people of Chicago.

John J. Houlihan, foreman of the company's works, is a native of Chicago and has lived in this city all his life. It was twenty-three years ago when Mr. Houlihan first became associated with Mr. L. H. Prentice, and in the interval since then he may be said to have grown up with the business. Starting with Hay & Prentice in 1879, for three years he was an apprentice. In 1882 he became a steamfitter, and in 1888 foreman of the shops, a position which he has held with honor for about fourteen years.

Mr. Houlihan is well known by all architects and builders as an ideal steamfitter. He is a worthy representative of the craft in Chicago, where it may be said that all permanent steamfitters of the Prentice Company learned their trade with Mr. Prentice, and are men of thorough practical knowledge by reason of their long association with and tuition under such a competent foreman as Mr. Houlihan.

Success breeds success. One achievement leads to another. The same qualities of intellect and energy that accomplish one really notable deed are capable of doing something still greater. It is this progression of events, all tending in one direction, that characterizes modern scientific or commercial enterprise when brilliantly successful. And now, after twenty-five years of advancement and success in the business world, Mr. Prentice, with his associates, has decided to celebrate, on February 1, 1902, the twenty-fifth birthday of his company by taking possession of their new business home at 24-26 Sherman street, Chicago. The building has been especially erected and arranged for their business.

The mechanical departments occupy the various floors, entirely separated from the office section. The private offices are beautifully furnished and have every modern appliance with which to conduct their business, the telephone system having eight connections within the building.

A dinner at the Union League Club on the evening of February 1 was a fitting celebration of the start of the company on another quarter-century run. The best wishes of all their friends in the architectural world are with them, as well as those of numerous friends outside the profession.

## PAINTS IN ARCHITECTURE.

### PAINT TESTS.

THE necessity of knowing all the conditions of a published paint test was well illustrated in a report made recently to one of the painters' associations. One of the members had been detailed to test the comparative durability, under exposure, of zinc and lead and combinations of them. He reported the results of a series of tests covering a period of two years, with the straight pigments and combinations of them ranging from ten per cent to ninety per cent. The report showed that in every case where the proportion was considerable the addition of zinc caused the paint to lose its gloss, and crack.

These results, which were, in respect to the gloss at least, the exact converse of what was to be expected of zinc, called forth question of the method pursued, whereby it was brought out that the experimenter had used imported zinc ground in Japan, thus running up the proportion of drier to oil in some cases to seventy-five per cent. Moreover, the mixing of the pigments had been done in the experimenter's shop, so that the result was a mixture and not a combination.

But for the fact that loss of gloss was emphasized in the report, the conclusions would doubtless have gone forth unchallenged and been incorporated in the general fund of misinformation on this subject.

But it illustrates, as I said in my opening sentence, the importance of knowing all the conditions before accepting conclusions regarding a subject so important. It is better, on all accounts, to make one's own experiments, or to duplicate those reported. I have followed this rule during the past four years, and have entirely discounted, to my own satisfaction, the belief common among painters that zinc causes paint to crack. In the whole number of over five thousand tests, ranging from a rather large building to thirty square inches of pine, I have had no case of straight zinc cracking, and no case of cracking in a paint composed of lead and zinc where the last-named pigment predominated. The only precautions taken have been to use dry lumber for the smaller tests, and in the larger to paint only in dry weather.

CHARLES JOURDAIN.

## OUR ILLUSTRATIONS.

- Residence near Chicago.
- Sketch of Courtyard of Skipton Castle, Yorkshire, England, by E. Eldon Deane.
- New Trier Township High School, Winnetka, Illinois. Patton & Miller, architects, Chicago.
- Commercial Building for L. H. Prentice Company, Chicago. W. C. Zimmerman, architect.
- Residence of Frank Schiedenhelm, Wilmette, Illinois. George W. Maher, architect, Chicago.
- Residence of Otto Koehler, Laurel Heights, San Antonio, Texas. C. V. Seutter, architect.
- Officers' Mess and Bachelors' Quarters, Fort Sheridan, Illinois. Holabird & Roche, architects, Chicago.
- Interior views: Toward Sanctuary; Toward Organ Loft; St. John's Roman Catholic Church, Philadelphia. Frank R. Watson, architect.
- Plans and models illustrating article and report of Senate Committee on District of Columbia for "The Beautifying of Washington."
- Iselin Home Sketches, by E. Eldon Deane: The House; The Old Barn; The Drive. This house, built some seventy or more years ago, was bought by the Iselins, who put on the attic story. This, as well as many other old estates bordering on the Sound, was bought by the city of New York and incorporated in the Pelham Manor Park system, affording beautiful recreation grounds.
- Photogravure Plate: Residence of H. F. Vories, Chicago. Wilson & Marshall, architects.

### PHOTOGRAVURE PLATES.

Issued only with Photogravure Edition.

- Church, Binghamton, New York. Lacey & Bartoo, architects.
- Residence of Robert Herrick, Chicago. Hugh Garden, architect.
- Semi-detached Houses, Chicago. Frank W. Kirkpatrick, architect.
- Residence of E. H. Phelps, Chicago. Wilson & Marshall, architects.
- Lincoln School, Evanston, Illinois. Jennings & Ross, architects, Chicago.
- Commercial Building for M. D. Wells, Chicago. Howard Shaw, architect.
- Residence of Frederick W. Jackson, Chicago. Frederick W. Perkins, architect.





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# THE INLAND ARCHITECT AND NEWS RECORD

Vol. XXXIX.

ADVERTISERS' TRADE SUPPLEMENT.

No. 1

## THE BEST METAL PRESERVATIVE.

The Joseph Dixon Crucible Company, Jersey City, New Jersey, give interesting information concerning the protective painting of the Union Railroad Bridge, which crosses the Monongahela river at Pittsburg (Rankin), Pennsylvania.

The associate engineers were Messrs. Emil Swensson, designer and engineer of construction, and William H. Smith, chief engineer, Carnegie Steel Company. The total weight of this bridge is 5,135 tons, and it has a total length of 2,328 feet.

Designed for carrying molten metal from the Carrie furnace to the steel mill and raw materials to the furnaces, this notable steel structure is subjected to heat from the molten metal, sulphur fumes from locomotives, and river steamers, also from the adjoining furnaces and steel mills.

No other steel bridge in all the world is exposed to so many and severe destructive agencies. The best metal preservative was necessary, and the eminent engineers selected for its protection Dixon's Silica-Graphite Paint, as manufactured by the Joseph Dixon Crucible Company.

## VERY CHEAP RATES TO COLORADO.

On special days this summer the rates for round-trip tickets over the Burlington route from Chicago, Peoria and St. Louis to Colorado will be more than cut in half, and on other days about half rates will apply. Then, since we put our fast trains on, it takes only one night on the road to get there.

We are doing everything possible this year to make it convenient and not too expensive for people of moderate means to spend their vacation in the Colorado mountains. There is no country in the world like Colorado for invalids and others in search of rest and pleasure. The pure, dry climate has the most astonishing permanent effect on the health and spirits of visitors, and especially is this so in the case of those from that part of the country near to the level of the sea.

Write to-day, inclosing 6 cents in postage, for our beautifully illustrated book on Colorado, and with it, if requested, I will send also our handbook of the State, giving information about the different places, hotels, ranches, etc., and the prices charged for board.

P. S. EUSTIS,  
General Passenger Agent, C. B. & Q. R'y,  
Chicago.

## TRADE NOTES.

BRODERICK & WADE, Incorporated, architects and contracting engineers, specialists in exposition construction, announce the removal of their offices from 844 Ellicott Square, Buffalo, New York, to 412-419 Union Trust building, St. Louis, where they will be pleased to receive trade catalogues, samples, etc.

THE Paris correspondent of the *Engineering and Mining Journal* informs the readers of that periodical that "the active campaign against the use of white lead as a pigment is being gradually developed. It is claimed that white lead poisons the painters who use it, and that it is injurious, though in much less degree, to those who live in dwellings painted with this material. Zinc white, it is said, is a material entirely free from these dangers, and should be substituted for the lead."

NEARLY two years ago the Buffalo Forge Company shipped an important Mechanical Induced Draft plant to Japan for the Osaka Water Works in that country. A recent letter has been sent to the company expressing the highest approval of that system of Mechanical Induced Draft, together with a statement that the coal bills have been reduced fifteen per cent. With some proposed improvement in handling the firing, the

engineers predict that there will be a still further saving in the amount of fuel burned. The plant has everywhere in the Far East excited a great deal of interest.

THE extensive line of Steam Specialties made by Jenkins Bros., with the latest improvements which they have brought out, are fully illustrated in their 1901 catalogue. The high-pressure engines and boilers which are coming into more common use at present necessitate a higher grade of steam specialties that is difficult to find. The improvements attempted by Jenkins Bros. have been along this line, with the object of meeting this demand. The Iron-Body Valves have been strengthened by increasing the thickness of the flanges and adding more bolts. The Jenkins Disks and Standard Packing have also been improved.

## RAILROAD NOTES.

DURING the summer season the Grand Trunk Railway inaugurated a system of lighting several of its trains by electricity, also supplying the dining-cars and café parlor cars with electric fans, the current used for both the lighting and fan being generated from the axle of the wheels, an innovation very much appreciated by the traveling public. The Consolidated Electric Lighting and Equipment Company, which installed this system, was awarded the gold medal at the Pan-American Exposition by a jury composed of railway and electrical experts, after a critical examination of the various car-lighting equipments.

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GAS FITTERS' RULES

The following rules have been adopted by The People's Gas Light & Coke Company, of Chicago, governing the biping of buildings for the distribution of gas for light and fuel.

OFFICE BUILDINGS, DWELLINGS AND FLATS.

MANUFACTURED GAS FOR LIGHT.

The following tables show the proportionate size and length of tubing allowed :

Size of Tubing.	Greatest Length Allowed.	Greatest Number of 3/8" Openings Allowed.
3/8 inch	20 feet	2 openings
1/2 inch	30 feet	3 openings
3/4 inch	60 feet	10 openings
1 inch	70 feet	15 openings
1 1/4 inch	100 feet	30 openings
1 1/2 inch	150 feet	60 openings
2 inch	200 feet	100 openings
2 1/2 inch	200 feet	200 openings
3 inch	300 feet	300 openings

Drops in double parlors, large rooms and halls of office buildings must not be less than 1/2 inch.

STORES, HOSPITALS, SCHOOLS, FACTORIES, ETC.

MANUFACTURED GAS FOR LIGHT.

Size of Tubing.	Greatest Length Allowed.	Greatest Number of 1/2" Openings Allowed.
1/2 inch	20 feet	1 opening
3/4 inch	60 feet	8 openings
1 inch	70 feet	12 openings
1 1/4 inch	100 feet	20 openings
1 1/2 inch	150 feet	35 openings
2 inch	200 feet	50 openings

For stores the running line to be full size to end of last opening.

All drops to be 1/2 inch with set not less than 4 inches.

Twenty feet of 3/8-inch pipe allowed only for bracket lights.

BUILDING SERVICES.

In running service pipe from front wall to meters the following rules will apply :

Size of Opening.	Greatest Length Allowed.	Greatest Number of 3/4" Openings Allowed.
1 inch	70 feet	1 opening
1 1/4 inch	100 feet	3 openings
1 1/2 inch	150 feet	5 openings
2 inch	200 feet	8 openings

All openings in service must be equal to the size of riser, which in no case must be less than 3/4 inch.

MANUFACTURED GAS FOR FUEL.

Size of Tubing.	Greatest Length Allowed.	Greatest Number of 3/4" Openings Allowed.
3/4 inch	50 feet	1 3/4-in. or 2 1/2-in.
1 inch	70 feet	2 or 1 3/4-in. and 2 1/2-in.
1 1/4 inch	100 feet	4 or 2 3/4-in. and 4 1/2-in.
1 1/2 inch	150 feet	7 or 4 3/4-in. and 6 1/2-in.
2 inch	200 feet	15 or 8 3/4-in. and 14 1/2-in.

For mantels, grates and small heating appliances, for heating space not to exceed 1,728 cubic feet, thirty feet of 1/2-inch pipe is allowed for one opening only, and two such openings are considered as one 3/4-inch opening.

FOR GAS ENGINES.

Size of Engine.	Size of Opening.	Greatest Length Allowed.
1 H. P.	1 inch	60 feet
2 H. P.	1 1/4 inch	70 feet
5 H. P.	1 1/2 inch	100 feet
7 H. P.	1 3/4 inch	100 feet
12 H. P.	2 inch	140 feet

Supply for gas engine must be separate, and an independent service will be required.

NATURAL GAS FOR FUEL.

Classification of Appliances.	Size of Openings	Greatest Length Allowed.
Small portable gas cooking stove	1/2 inch	20 feet
Small portable gas heating stove	1/2 inch	20 feet
Kitchen boiler heater when separated from range	1/2 inch	20 feet
Miscellaneous appliances consuming less than 15 cubic feet per hour each	1/2 inch	20 feet
Gas cooking ranges	1/2 inch	30 feet
Ordinary coal ranges, equipped for the use of gas	3/4 inch	30 feet
Large heating stoves	3/4 inch	30 feet
Gas logs and other grate fires	3/4 inch	30 feet
Miscellaneous appliances consuming 15 to 40 cubic feet of gas per hour each	3/4 inch	30 feet
Miscellaneous appliances consuming 40 to 75 cubic feet of gas per hour	1 inch	60 feet
Hot air furnaces for heating 10-room buildings or less	1 1/4 inch	70 feet
Hot air furnaces for heating 10 to 15 room buildings	1 1/2 inch	100 feet
Low pressure steam or circulating water boiler for heating 10 rooms or less	1 1/2 inch	100 feet
Low pressure steam or circulating water boiler for heating 10 to 15 room house	2 inch	140 feet
Low pressure steam or circulating water boiler for heating 16 to 26 room houses	2 1/2 inch	200 feet
Low pressure steam or circulating water boiler for heating 27 to 50 rooms	3 inch	300 feet
Low pressure steam or circulating water boiler for heating 50 to 80 rooms	4 inch	400 feet

For special purposes not provided for above, apply to the Company's Inspector for information.

SUMMARY.

1. All branches or cross lines of pipe from the main line must have a set not less than 4 inches dropped square, and must be well secured to joist by gas hooks or straps.
2. All openings must be closed with iron caps, no split pipe or broken fittings repaired with cement or lead will be allowed.
3. All drops on branch lines and openings for side brackets must be square bends; no nipples allowed.
4. The risers in all buildings must be carried up an inside partition out of reach of frost and must be placed where the meter and stop cock can be readily got at. Vestibules not to be considered as inside partitions.
5. To avoid trapping, gasfitters must grade all pipes to riser or drops.
6. In no case will a meter be set where it is not easily accessible, or where it is exposed to frost and dampness, or liable to injury from any cause.
7. All pipe for fuel must be run independent, and connected to light riser at

meter end, with right and left, union or running thread.

8. Supply for gas engines must be separate, and an independent service will be required.

9. Drops in churches, schools, public halls, stores, double parlors, large rooms, etc., must not be less than 1/2 inch.

10. No riser in any building must be less than 3/4 inch and in stores must not be under deck of show windows, as meter will not be set there.

11. The riser in any building must not be less than 20 inches from the floor for two to ten openings;

- 2 feet 6 inches for ten to thirty openings;
- 4 feet for thirty to sixty openings;
- 5 feet for sixty to one hundred openings;
- 6 feet for over one hundred openings.

Where meters are to be set on wall, no riser must be higher than 9 feet from floor.

12. In all cases where extensions are made, care must be taken to break pipe where the rule for size can be maintained, and in no case shall extension be made from small pipes.

13. In flat buildings meters should be set in basement or in room provided for meters; otherwise in premises where gas is consumed.

14. All risers and building services must be brought to front of building and within 18 inches of wall or partition, and must not be less than 15 inches apart where risers are grouped.

15. In all cases where building service is used, provide header with an opening for each riser; where risers are in groups, openings must not be less than 15 inches apart.

16. Underground work by gasfitters between main and meter will not be allowed or accepted.

17. To avoid complications, gasfitters should consult this company before locating risers in corner buildings.

18. In flat buildings where appliances are installed for the joint use of tenants, such as laundry stoves, driers, etc., run pipe from each meter to laundry and provide a header with a lock cock for each tenant. Fasten securely to each cock a metal tag with the flat number plainly marked thereon.

In cases where one common riser is desired, locate header in laundry and provide lock cocks and tags as provided above.

19. All work must be proved with mercury gauge, not less than a 6-inch column of mercury being allowed.

20. All pipe must be examined by the inspector of this company before being concealed, and twenty-four hours' notice must be given by gasfitters when any pipe is ready for inspection.

21. If the rules concerning the size of pipes are not clearly understood in each case, or if unusual conditions are met with, which the rules do not cover, communicate with the company's inspector.

22. It is the purpose of the company to strictly enforce the above rules, and no certificate of inspection will be given when they are not complied with.

23. Architects, builders and owners of buildings are requested not to allow a bill for gasfitting unless accompanied by a certificate of inspection.



## SPECIFICATIONS

*Adopted by The People's Gas Light and Coke Company, of Chicago, for the equipment of boilers and furnaces for the use of natural gas as fuel.*

### LOW PRESSURE STEAM AND HOT WATER CIRCULATING BOILERS.

1. Use two-inch cast-iron burner with flattened mouthpiece. For water-leg boilers use this style with a mouthpiece at an angle of 45 degrees, and set so that the mouth of the burner is about three inches above the grate line, and about three inches from side of fire-box and from 8 to 10 inches center to center. For return tubular boilers use the straight burners with flattened mouthpiece set at right angles to the length of the boiler, and from 9 to 12 inches below the shell. For each of the above styles of burners use mixer, having flaring opening for the air and a wire screen covering for the air and gas openings.

NOTE.—Special combinations of these two styles of burners can be used to advantage for certain types of boilers. We would recommend consultation with the company's representatives in all special cases.

2. The burners and valves should be arranged so that the first valve will control one burner only, the second valve two burners and remaining valves not over four burners each. On the reaches from the header supplying the burners, use  $\frac{1}{2}$ -inch globe valve for one burner,  $\frac{3}{4}$ -inch for two burners, and 1-inch for all over two burners.

3. Drill mixer-pins for the single and double burners, 3-16 inch each. Drill mixer-pins for balance of the burners, 7-32 inch each.

4. Place sheet iron across the fire-box between the mixers and the top of the burners in such a manner as to exclude air from the fire-box, except what passes through the mixers. Do not place sheet iron across opening to ashpit.

5. The header must be the full size of the pipe leading to the boiler, as specified in the company's rules for piping for natural gas. Do not take the supply pipe for any other appliances off the header supplying the boiler.

6. There must be a globe valve on the main line leading to the header within easy reach, which can be used to entirely shut off the supply of gas from the header. This valve should be left wide open when burners are used, and the gas supply controlled by the small valves in front of boiler.

7. There must be a union between the first valve on the header and the nearest fitting on the pipe, and a union on each reach between the valve and the burners.

8. Do not put in pilot lights. They are unnecessary unless a regulator is used. If a regulator is used, the pilot lights will be put in by the regulator company at the time the regulator is installed. If a regulator is ordered, specify that there must be a mixer on each pilot light.

### HOT-WATER HEATERS.

For water heaters with circular fire-pots, such as the Wilks, Tobasco, etc., or for small hot-water circulating boilers, use the same equipment as for ordinary hot-air furnaces, except that if Vulcan burner is used it should be covered with about 6 inches of broken firebrick.

### HOT-AIR FURNACES, WITH CIRCULAR FIRE-POTS.

Use the Claybourne Improved Cross Burner, with auxiliary, or the Vulcan Round Sectional Burner, with mixers which have flaring opening for air and wire screen covering both air and gas openings.

### DIRECTIONS FOR INSTALLING CROSS BURNERS.

1. Set the burner with bottom of burner on grate line. Put mixer for the main burner on horizontal pipe, using a 10-inch nipple between the mixer and the ell turning up toward the burner. Drill opening in mixer-pin  $\frac{1}{4}$ -inch. Place the mixer for the auxiliary burner on the vertical pipe and drill the mixer-pin No. 19 Morse drill. Place the iron deflector, furnished with burner, on top of auxiliary burner, leaving not less than 2-inch space all around between deflector and fire-pot. If space is greater than 5 inches, extend deflector with firebrick.

2. Sheet iron must be placed between the mixers and the burners in such a way as to entirely exclude air from the fire-pot, except what passes through the mixers.

3. Make header for furnace same size as run to the furnace, with 1-inch opening for main burner, and  $\frac{1}{2}$ -inch opening for auxiliary burner.

4. Use 1-inch globe valve for main burner and  $\frac{1}{2}$ -inch globe valve for auxiliary burner.

5. There must be a globe valve on the main line leading to the header within easy reach, which can be used to entirely shut off the supply of gas from the header.

6. There must be a union between the first valve on the header and the nearest fitting on the pipe.

7. Do not use pilot lights. They are unnecessary unless a regulator is used. If a regulator is used, the pilot lights will be put in by the regulator company at the time the regulator is installed. If a regulator is ordered, specify that there must be a mixer on each pilot light.

### DIRECTIONS FOR INSTALLING THE VULCAN ROUND SECTIONAL BURNER.

1. Burners from 14 to 18 inches in diameter must be of at least three sections, with a separate  $\frac{1}{2}$ -inch globe valve controlling the supply of gas to each section.

2. Burners 20 inches in diameter or more must be of at least four sections, with a separate  $\frac{1}{2}$ -inch globe valve controlling the supply of gas to each section.

3. Burners should be placed so that the outside rim of the burner will be not less than 1 inch, or more than 2 inches, from the sides of the fire-pot.

4. Burners should be placed from 2 to 6 inches above bottom line of fire-pot.

5. There must be a globe valve on the main line leading to the header within easy reach, which can be used to entirely shut off the supply of gas from the header.

6. There must be a union between the first valve on the header and the nearest fitting on the pipe.

7. Sheet iron must be placed between the mixers and the burners in such a way as to entirely exclude air from the fire-pot, except what passes through the mixers, and should be not less than 2 inches below the burner.

8. Make openings in the mixer-pins for each section of the burner the size of No. 19 Morse drill.

9. Mixers must be put on the vertical pipes under the burner, and not on the horizontal pipes from header to ashpit.

10. Do not use pilot lights. They are unnecessary unless a regulator is used. If a regulator is used, the pilot light will be put in by the regulator company at the time the regulator is installed. If a regulator is ordered, specify that there must be a mixer on each pilot light.

### HOT-AIR FURNACES WITH SQUARE FIRE-BOXES.

For furnaces having a square fire-box use the Claybourne box burners, or the Holland box burner. Cover with 4 to 6 inches of broken firebrick. Pieces of firebrick should be about the size of fist. These burners should be set about 6 inches from center to center, with a separate valve controlling the supply to each burner. Drill the mixer-pins for either of these styles of burners, No. 19 Morse drill.

### NOTES.

1. The above specifications are the result of careful experiments made by the company with a view to determining the kind of burners and arrangement which give satisfactory and economical results. The company does not assume any responsibility for the work of gasfitters, but will send competent inspectors, if requested, to examine burners and equipment and will give the benefit of the judgment of these inspectors to consumers, without charge.

2. It is of the utmost importance in all cases that there should be dampers which will effectually control the draft and remain set in any position desired. The pipe leading to the chimney and the chimney flue should be examined and cleaned. Too much draft is expensive, because of the waste of heat up the chimney. Too little draft causes imperfect combustion and a bad odor from the products of combustion in the basement and throughout the house. Good dampers and proper adjustment of them are as important as good burners.

3. As natural gas is becoming more and more generally used in all kinds of appliances, it frequently happens that special forms or arrangements of burners are necessary. The company's representatives will be pleased to consult with gasfitters or customers in regard to what form of equipment would be most likely to give satisfactory results in any special cases.



SPECIFICATION REMINDERS

<p><b>BRICK</b></p> <p>Enameled.</p> <p>Fire.</p> <p>Ornamental.</p> <p>Paving.</p> <p>Porous.</p> <p>Pressed.</p> <p>Sewer.</p> <p><b>CEMENTS</b></p> <p>Domestic.</p> <p>Imported.</p> <p>Portland.</p> <p>Garden City Sand Co., 188 Madison St., Chicago.</p> <p>Utica.</p> <p><b>CLOTHES DRYERS</b></p> <p>Chicago Clothes Dryer Works, 65 S. Canal St., Chicago.</p> <p><b>CONTRACTORS</b></p> <p>General.</p> <p>Clarence I. Wolfinger, 164 LaSalle St., Chicago.</p> <p><b>DECORATIONS</b></p> <p>Interior.</p> <p>Iron.</p> <p>Lincrusta Walton.</p> <p>Marble.</p> <p>Plaster.</p> <p>Stone.</p> <p>Wood.</p> <p><b>ELEVATORS</b></p> <p>Electric.</p> <p>The Winslow Elevator &amp; Machine Co., 96-100 N. Clinton St., Chicago.</p> <p>Freight.</p> <p>Hydraulic.</p> <p>The Winslow Elevator &amp; Machine Co., 96-100 N. Clinton St., Chicago.</p> <p>Passenger.</p> <p>Steam.</p> <p>Water Balance.</p> <p><b>FIRE BRICK</b></p> <p>Garden City Sand Co., 188 Madison St., Chicago.</p>	<p><b>FIREPROOFING</b></p> <p>Monier Construction.</p> <p>Tile and Concrete.</p> <p>Wire, Metal and Lath.</p> <p><b>FLOORS</b></p> <p>Hardwood.</p> <p>Acme Parquet Floor Co., 4703 Cottage Grove Ave., Chicago.</p> <p>E. B. Moore &amp; Co., 37 Randolph St., Chicago.</p> <p>E. R. Newcomb, 14 Monroe St., Chicago.</p> <p>Marble.</p> <p>Mosaic.</p> <p>Parquetry.</p> <p>Acme Parquet Floor Co., 4703 Cottage Grove Ave., Chicago.</p> <p>E. R. Newcomb, 14 Monroe St., Chicago.</p> <p>Polished Maple.</p> <p>Rubber Tile.</p> <p>Tile.</p> <p>White and Yellow Pine.</p> <p><b>GLASS</b></p> <p>Ornamental.</p> <p>Schuler &amp; Mueller, S.W. cor. Madison and Canal Sts., Chicago.</p> <p>Plate.</p> <p>Prismatic.</p> <p>Sheet.</p> <p>Stained.</p> <p><b>HEATING</b></p> <p>Electric.</p> <p>Furnace.</p> <p>Robinson Furnace Co., 107 Lake St.</p> <p>Steam and Water.</p> <p>William A. Pope, 79 Lake St., Chicago.</p> <p>Steam and Hot-Water Boilers.</p> <p>Kellogg-Mackay-Cameron Co., 110 Lake St., Chicago.</p> <p>Valves, Boilers and Radiators.</p> <p>Western Valve Co., 43 W. Randolph St., Chicago.</p> <p><b>INTERIOR FINISH</b></p> <p>Clarence I. Wolfinger, 164 LaSalle St., Chicago.</p>	<p><b>IRONWORK</b></p> <p>Doors.</p> <p>Jail-Work.</p> <p>Ornamental.</p> <p>Shutters.</p> <p>Stairs.</p> <p>Structural.</p> <p><b>LIGHTING</b></p> <p>Electric.</p> <p>Wagner-Bullock Electric Mfg. Cos., 1624 Marquette Bldg., Chicago.</p> <p>Fixtures.</p> <p>Gas.</p> <p>Gas Machines.</p> <p><b>MOLDINGS</b></p> <p>Brick.</p> <p>Composition.</p> <p>Iron.</p> <p>Marble.</p> <p>Plaster.</p> <p>Stone.</p> <p>Wood.</p> <p><b>MOTORS</b></p> <p>Electric.</p> <p>Wagner-Bullock Electric Mfg. Cos., 1624 Marquette Bldg., Chicago.</p> <p><b>PAINT</b></p>	<p><b>ROOFING</b></p> <p>Felt.</p> <p>Iron.</p> <p>Shingle.</p> <p>Slate.</p> <p>Tar and Sand.</p> <p>Tile.</p> <p>Tin.</p> <p><b>SAND</b></p> <p>White.</p> <p>Garden City Sand Co., 188 Madison St., Chicago.</p> <p><b>SASH LOCKS</b></p> <p>Harlev Burglar Proof Ventg. Sash Lock Co., 92 La Salle St., Chicago.</p> <p><b>STONE</b></p> <p>Granite.</p> <p>Indiana Oolitic Limestone.</p> <p>Perry-Matthews-Buskirk Stone Co., Chamber of Commerce Building, Chicago.</p> <p>Sandstone.</p> <p><b>TERRA COTTA</b></p> <p>Enameled.</p> <p>Ornamental.</p> <p>Porous.</p> <p><b>TILE</b></p> <p>Opalite.</p> <p>W. T. Carter &amp; Co., 305 Dearborn St., Chicago.</p> <p><b>VENTILATION</b></p> <p>Fan System.</p> <p>Garden City Fan Co., Chicago.</p>
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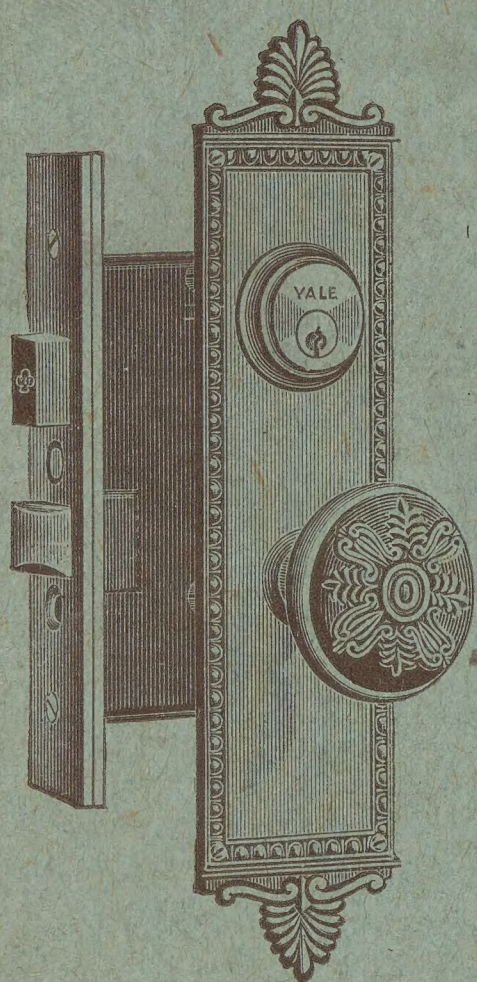
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